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Dirk Grothe/Vimages

Welcome

Well, here we are again. Another trip around the sun. Much was and has been made of when commercial aviation will get back to 'normal' following the COVID-19 pandemic. I think it's fair to say that 2023 demonstrated that if we're not there just yet, then there's not much progress needed to get us the rest of the way. The Paris and Dubai Air Shows were testament to this, with many an airline placing bullish orders, while December played host to yet another surge of three-figure contracts for Airbus and Boeing jets.

It wasn't just in the chalets and sales departments that the bounceback was clear to see. As I type this, there is still an Airbus A320 sitting in a Siberian field, but 2023 was the safest year on record for commercial aviation. Just 68 people died in two fatal accidents – and while I agree that is still 68 lives

too many, it is a staggering feat that there was less than one fatal accident for every 15 million flights operated.

Indeed, the potential risks and dangers associated with air travel were brought into sharp focus on just the second day of 2024, when a Japan Airlines Airbus A350-900 collided with a Japan Coast Guard De Havilland Canada Dash 8-300 at Tokyo Haneda Airport. The images and videos of the burning widebody airliner skidding to a halt in the darkness provided a stark contrast to the very welcome news that all 367 passengers and 12 crew onboard were evacuated before the jet was consumed by fire. Sadly, five of

the six on board the Dash 8 weren't so lucky. For some perspective, the United Nations' latest figures state that 148 people lose their lives in an average hour on the world's roads. That isn't to say that I'm dissuading you from

getting out and about this year. There's plenty to whet your whistle in our *What's On Guide* on pages 34-35, while there's the welcome news that Ultimate Warbirds and Sywell Aerodrome are to host an event at their Northamptonshire base on June 22-23. Should the recent brace of confirmations be anything to go by, it may prove to be a natural successor to Flying Legends which, it was confirmed by The Fighter Collection's Nick Grace on social media, would not be returning for 2024.

However, should you be looking for more food for thought, *Aviation News'* annual airshow and events calendar will be appearing in the bumper, 100-page March issue – on sale from February 15.

I hope you enjoy this issue.

Yours,

Martin

Martin Needham, Editor



On the cover

A Spanish Air and Space Force McDonnell Douglas EF-18B+ Hornet banks towards the photographer Juan Manuel Gibaja/Vimages



Airbus records strong finish to 2023



AirTeamImages.com/Kaden Chang

AIRBUS CLOSED 2023 with a score of orders, among them sizeable commitments from easyJet, Turkish Airlines and Lufthansa. Equally, the European aerospace giant racked up several high profile deliveries during December.

Turkish Airlines had been poised to announce a significant order earlier in the year, with rumours circulating at both the Paris and Dubai air shows. However, the carrier confirmed it had signed for 220 aircraft in mid-December, comprising 150 A321neos and 70 A350s. It has yet to be confirmed whether the A321neo order is specifically for the baseline model or whether it will include examples of the A321LR and 'XLR, while the widebody purchase is split between 50 A350-900s, 15 A350-1000s and five A350F freighters.

Less than a week later, easyJet firmed up a deal for 56 A320neos and 101 A321neos having received shareholder approval for

the acquisition. That same day, Lufthansa Group reaffirmed its confidence in the A220 by ordering a further 40 examples of the larger '300 variant. Lufthansa subsidiary Swiss was the launch operator for the type – then known as the Bombardier CSeries – in July 2016 and now fields a fleet of 30 jets split between nine baseline A220-100 models and 21 stretched '300s. However, the aircraft are set to be placed with recent start up City Airlines – known as Lufthansa City – rather than its Zurich-based sister airline.

Rounding out a busy week for Airbus' sales department, Azul Airlines firmed an order for four A330-900s. The quartet will almost double the Brazilian carrier's five-strong fleet of A330neos and enable the expansion of its international network.

A brace of Airbus A321neo deliveries included the maiden examples for both Transavia and Sunclass Airlines.

While Sunclass – previously Thomas Cook Airlines Scandinavia – has a long association with Airbus products, Transavia's initial A321neo, PH-YHZ (c/n 11702), is also the first Airbus-built airliner to be delivered to the Amsterdam Schiphol-based carrier.

A pair of A321neos handed over to Pegasus on December 27 included the first A320 Family aircraft to be assembled at Airbus' Jean-Luc Legardère facility in Toulouse. The plant was previously used to manufacture A380s until 2021 and has since been converted to an A320neo final assembly line (FAL).

The delivery marks the start of a ramp-up of the new Toulouse facility which, along with other FALs in Hamburg, Germany, Tianjin, China and Mobile, Alabama, will contribute towards Airbus' aim of producing 75 A320neo Family jets per month in 2026.

Finally, QantasLink has received the first of 29 Airbus A220-300s it will use to phase out its Boeing 717-200 fleet on domestic connections across Australia. The type has twice the range of the ageing 717 and is able to connect any two points across Australia non-stop while consuming 25% less fuel than its predecessor. It is anticipated to connect smaller cities such as Canberra and Hobart with major hubs in Sydney, Melbourne and Brisbane.

QantasLink's maiden A220-300, VH-X4A (c/n 55253), was delivered in a striking green aboriginal livery called Minyma Kutjara Tjukurpa (Two Sisters Dreaming) and is inspired by a painting of the same name by Joyce McLean.

Lufthansa returns to 737

LUFTHANSA HAS placed its first single-aisle order with Boeing for three decades, ordering up to 100 737 MAX 8s.

The German flag carrier, which last received a 737 in 1995 and phased the type out completely in 2016, has placed a firm order for 40 737 MAX 8s with options for a further 60.

The first of these airliners is due to be delivered in 2027. However, beyond ruling out Lufthansa, Lufthansa City and Swiss, it is not currently known which airline the aircraft are set to be placed with.

Lufthansa's association with the Boeing 737 goes back to the type's inception around 60 years ago. The German carrier

assisted in the aircraft's development before going on to become its launch customer and first operator. Between December 1967

and November 2016, the airline flew 155 737s, including '100, '200, '300, '400 and '500 models.



AirTeamImages.com/Darryl Morrell

Bringing the Spirit of Mojave

AIR-LAUNCH SPECIALIST Stratolaunch has welcomed another aircraft as a launch platform – the ex-Virgin Orbit Boeing 747-400, N744VG (c/n 32745), used for air-launch to orbit of satellite-carrying rockets.

Formerly known as Cosmic Girl, the modified platform was used by Virgin Orbit to air-launch a rocket that put satellites into low-Earth orbit.

Virgin Orbit entered bankruptcy protection weeks after a failed launch attempt from Newquay Airport. The company was broken up and its assets, including the 747, were offered for sale.

Stratolaunch acquired the aircraft in May 2023. It has had N744VG repainted and renamed the aircraft as Spirit of Mojave in tribute to “the passion of the Mojave aerospace community that has built and tested some of the world’s most unique aircraft”.

Stratolaunch will use the 747 to launch the company’s air vehicles including the hypersonic Talon-A. Its other launch platform is the hugely distinctive six-engine, twin-fuselage Scaled Composites Model 351 carrier aircraft N351SL, named ‘Roc’.

The company says 747 Spirit of Mojave

will “spend a small amount of time on the ground to receive modifications for its new mission and is expected to be operational in the first half of 2024”.

Virgin Atlantic Airways used N744VG from new in October 2001 as G-VWOW until October 2015 when it was withdrawn from use and sent to San Bernardino, California, for storage. After being transferred to Virgin Orbit, in 2016 the aircraft went to L-3 at Waco, Texas, where it received wing modifications. A pylon was installed on the port wing pod, replacing the attachment point on the 747 wing that can carry a spare engine.



Stratolaunch

A220s head for City

ITA AIRWAYS is increasing Airbus A220 operations at London/City Airport from early 2024. ITA will use the type on a new double-daily route to City from Rome/Fiumicino, the first link between the airports since pre-COVID-19.

The Italian flag carrier started flying the A220 on some of its 18 weekly frequencies to City from Milan/Linate Airport in November 2023. ITA was set to add a fourth daily flight to Milan using the A220 in the new year.

As of December 2023, ITA had ten A220s in its fleet (eight A220-100s and two -300s) with another two -100s due.



ITA Airways

Cathay A350 freighters



Airbus

CATHAY GROUP has signed a purchase agreement for six examples of the A350F, the freighter version of Airbus's latest widebody currently under development. The manufacturer said the 111-tonne payload, 4,700nm-range A350F "will become a central element" in the future fleet of the Hong Kong group's Cathay Cargo division.

Cathay Group is already one of the major A350 operators, with Cathay Pacific having 47 in service by December 2023 comprising 29 A350-900s and 18 A350-1000s. Airbus has now secured 45 A350F orders with other buyers including Singapore Airlines and Etihad Airways.

Airbus said the A350F is "the only freighter aircraft that will fully meet ICAO's enhanced CO₂ emissions standards, coming into effect in 2027".

One Air, two, three

RECENTLY ESTABLISHED UK cargo airline One Air is planning to add a third Boeing 747-400F in the first quarter of 2024.

One Air currently flies two 747-400Fs offering full charter services connecting Hong Kong and London/Heathrow, flying charters on behalf of freight forwarders and charter brokers.

Paul Bennett, One Air's chairman and CEO, said: "We have enjoyed a positive start to commercial operations and strong interest from the international cargo market, which reinforces our view of the long-term potential for a British all-cargo airline."

Bennett added there is "sufficient demand for a third aircraft". As well as the regular Hong Kong-London flights, the third 747 is expected to offer some further ad-hoc capacity for global charter services.

One Air started operating in July 2023 with 747-400F G-UNET (c/n 25075) after receiving its UK Civil Aviation Authority Air Operator's Certificate. A second 747-400F, G-ONEE (c/n 24998) was introduced in December 2023.

G-UNET and G-ONEE have similar histories. Both were built in 1991 and were used by Air Canada (G-UNET was C-CAGL and G-ONEE was C-CAGN). They were converted into freighters in 2006 and flew with Air China Cargo (as B-2478 and B-2477, respectively). More recently, both were operated by Aerotranscargo before going on to the UK register.

ULTRA takes to the ice



British Antarctic Survey

FROM JANUARY, British Antarctic Survey (BAS) is using a Windracers ULTRA uncrewed air vehicle to support Polar scientific research missions.

In the 2024 Antarctica flight campaign, which runs from January to March, the fully autonomous, 10m-wingspan, twin-engine ULTRA will survey protected areas, assess the marine food-chain using cameras, investigate tectonic structures with magnetic and gravity sensors, assess glaciological structures using airborne radar and test an atmospheric turbulence probe.

The ULTRA carries various sensors for collecting scientific data and can be configured as required. Swarm technology enables multiple drones to operate together, for example to collect science data across a larger area.

The aircraft can carry 100kg of cargo or sensors up to 1,000km. BAS said the vehicle's autopilot and control system features a high level of redundancy, enabling it to fly if an engine or

components are damaged or fail.

Carl Robinson manages BAS's use of UAVs. He explained: "The ULTRA's range, speed and systems redundancy are well suited to the Polar environment and make for an attractive science platform. The removable floor can be quickly replaced with floors dedicated for various science sensors, allowing for a quick change between science applications."

He added: "Using the easily configurable mission plans, our scientists can quickly plan flights to collect science data in areas of interest, allowing flexibility to collect their science data."

BAS Interim Science Director Dr Dominic Hodgson said the "dramatic increases in flight time and geographic coverage" from the ULTRA opens potential for BAS to do more airborne science research. Until now it has relied on the de Havilland Canada Twin Otters and DHC-7s it primarily uses for transport and logistics.

Spring debut



Turkish Airlines

TURKISH AIRLINES has announced that it will rebrand its low-cost subsidiary AnadoluJet as AJet Air Transportation Inc – AJet for short – and move the carrier to its own AOC starting in March 2024. The first aircraft to wear the new AJet colour scheme, an Airbus A321-271NX, TC-LUC (c/n 10275), has already been revealed.

Turkish Airlines chairman Ahmet Bolat said: “In line with our goals for the next

ten years, we are proud to have started the establishment process of our AJet. The efforts and dedication we have put in for a long time have paid off, and we will introduce AJet to the skies with the summer schedule. We fully believe that AJet will become an important part of the low-cost aviation industry on a global scale.”

AnadoluJet was founded in 2008 as

a wholly owned subsidiary of Turkish Airlines and currently operates a fleet of Airbus A320 Family and Boeing 737 family airliners. Plans are now for the carrier to increase this to more than 200 aircraft in a bid to better compete with other European LCCs. It primarily operates domestic and international services from Ankara and Istanbul/Sabiha Gökçen airports.

BA returns to Stansted



British Airways

BRITISH AIRWAYS will be back at London/Stansted in 2024. Its Cityflyer subsidiary will operate weekend flights to Florence, Ibiza and Nice from May 18 using Embraer E190s. It will be the first time BA will operate from Stansted since before COVID-19.

BA 7016 (Saturdays) will depart Florence at 1415hrs local time and arrive at Stansted at 1630hrs, with BA 7017 (Sundays) departing Stansted at 0630hrs and arriving at 0845hrs. BA2332 (Saturdays) will depart Nice at 0920hrs and arrive at Stansted at 1120hrs, with BA2333 (Sundays) departing Stansted at 0655hrs and arriving at 0855hrs. BA7308 (Saturdays) will depart Ibiza at 0935hrs and arrive at Stansted at 1205hrs, with BA7309 (Sundays) departing Stansted at 1250hrs and arriving at 1515hrs.

Ryanair lands in Norwich



Martin Needham

LOW-COST GIANT Ryanair announced in December that it will begin operations for the first time at Norwich Airport this summer, with three routes starting from April 1. The Norfolk gateway, which also sees service from airlines including KLM, Loganair, TUI Airways and Blue Islands, becomes Ryanair's 22nd UK airport.

The summer seasonal schedule includes 12 flights per week to/from Norwich to Alicante, Faro and Malta. The low-cost operator expects to handle 60,000 passengers during the season, creating 60 new jobs in the process.

Speaking from Norwich Airport, Ryanair's head of communication, Jade Kirwan, said: "We are delighted to announce that Ryanair's low fares have finally arrived in Norwich.

"We have worked productively with our new partners at Norwich Airport to agree terms which enable Ryanair to deliver this growth and investment for the region, and we look forward to further developing our partnership and welcoming customers on board our Ryanair flights to/from Norwich as we continue to grow to 300 million per annum by 2034."

RJ increases UK links



Flickr Commons/Anna Zvereva

ROYAL JORDANIAN Airlines will launch direct flights linking Amman with Manchester and London/Stansted from March 3.

The airline's decision to introduce these routes forms part of its strategy to boost inbound tourism to Jordan and establish itself as a prominent carrier in the Levant region.

Following successful additions of destinations including Lyon, Milan, Stockholm, Düsseldorf and Brussels over the past ten months, the two UK gateways will mark the sixth and seventh European destinations in the

flag carrier's expanding network.

Karim Makhoul, Royal Jordanian's chief commercial officer, said: "Our new routes to Manchester and Stansted will make it easier than ever for tourists from UK to discover Jordan's incredible wonders." He explained the new UK destinations form part of an "ambitious five-year growth plan" that includes expanding the fleet from 25 to more than 40 aircraft.

Royal Jordanian operates a fleet that includes four Airbus A319-100s, nine A320-200s, two A321-200s, seven Boeing 787-8 Dreamliners, two Embraer E175s and a single E195.

NEWS IN BRIEF

LONDON STANSTED recently announced terminal extension plans. The airport's scheme involves larger immigration and security halls, additional baggage-reclaim belts and new check-in technology. A statement said: "We expect to pass pre-pandemic passenger levels during the coming year, with growth expected to continue. The current terminal is already at capacity at peak hours. Without investment and expansion, facilities will not be able to meet forecast traffic growth." In 2021, Stansted was given permission to grow to 43 million passengers per year.

AMPAIRE RECENTLY completed a continuous 12-hour flight test of its hybrid-electric engine using a converted Cessna 337 Skymaster. The roundtrip out of Camarillo in California covered 1,195nm, which the company said is the longest-range flight by a hybrid-electric propulsion system for an aircraft.

THE FORMER majority shareholder of Heathrow Airport, Spanish infrastructure company Ferrovial, has decided to sell its final 25% stake in the London hub for £2.36bn. An agreement was reached in November 2023 with two different buyers, French private equity investment company Ardian and Saudi Arabia's state-owned Public Investment Fund. Each will acquire Ferrovial's shareholding in 15% and 10% stakes, respectively.

HEADQUARTERED IN Luton, carrier easyJet is set to open its new base at Birmingham International Airport earlier than planned. The three-aircraft base has enabled the airline to add 16 new routes in addition to the 13 destinations already served from the West Midlands hub. Tickets for the new routes went on sale at the end of last November and flights are now due to begin on March 18 instead of March 31, as initially planned.

IN A BOOST for the Boeing 747's prospects, Lufthansa has reaffirmed its intention to develop a new first class cabin for its fleet of 747-8s. Lufthansa Technik will be responsible for the development and implementation of the new premium seats. Branded Allegris, the cabin is also expected to come with the airline's newly delivered Airbus A350, 787 and 777X aircraft. The German carrier operates a fleet of 19 747-8s.

Alaska to buy Hawaiian



Alaska Airlines

IN A surprise announcement, Alaska Airlines has reported its intention to purchase Hawaiian Airlines; a deal worth \$1.9bn. Alaska Air Group will pay \$18 in cash per share to Hawaiian Holdings, taking on the Honolulu carrier’s \$900m debt.

The deal has been approved by the management boards of both carriers and Hawaiian’s shareholders are expected to vote on the agreement in the first quarter of 2024. The two airlines plan to have

the transaction completed within 12 to 18 months, but approval from regulatory bodies may take longer owing to the US Justice Department’s strong opposition to airline tie-ups.

Both carriers will keep their existing branding, but will operate under a single air operator’s certificate (AOC). Combined, the two would serve 138 destinations across the United States, Asia, Australia, Central America, Mexico and the South Pacific, with a fleet of around 300 Airbus

and Boeing aircraft.

The two airlines’ shared histories can be traced back to their very first aircraft – a Bellanca CH-300 Pacemaker, NC251M (c/n 154). The five-seat, Wright J-6 Whirlwind-powered aircraft was the first aircraft operated by Intra-Island Air Service – later Hawaiian Airlines – before being sold to Star Airlines, which would later become Alaska Airlines. The aircraft is still in airworthy condition and is owned and operated by Hawaiian Airlines.

Airbus and Boeing orders and deliveries September 2023

	Type	Orders	Customer Breakdown	Deliveries	Customer Breakdown
Airbus	A220	30	airBaltic (30)	7	Air France; airBaltic; Delta Air Lines; Ibom Air; JetBlue Airways (3)
	A320neo	64	Aer Lingus (2); British Airways (2); SMBC Aviation Capital (60)	19	Air Lease Corporation(Azores Airlines); All Nippon Airways (Peach Aviation); Aviation Capital Group (Air Astana); CALC (Air India); CDB Leasing (Air India) (3); Chengdu Airlines; China Express Airlines; Flynas (2); IndiGo (2); LATAM (LATAM Airlines Brazil); Lufthansa (Lufthansa CityLine); NAS Aviation Services (ITA Airways); SAS Scandinavian Airlines; Saudia (Flyadeal); TAP Air Portugal
	A321neo	2	British Airways (2)	29	Air Lease Corporation (ITA Airways), (LATAM Airlines Group [2]), (Sky Airline); Cathay Pacific (HK Express); CDB Leasing (LATAM Airlines Group); Cebu Pacific; CMB Financial Leasing (Xiamen Airlines); Delta Air Lines (2); Frontier Airlines (2); Gulf Air (2); Iberia Express (2); ILFC (LATAM Airlines Group); JetBlue Airways; Korean Air; Lufthansa (Eurowings); Pegasus Airlines (2); SMBC Capital (2) (Jetsmart [1]; Turkish Airlines [1]); United Airlines; Viva Aerobus; Volaris (2); Wizz Air
	A330-900	1	Air Lease Corporation	3	Cebu Pacific; CIT Leasing (Condor); Delta Air Lines
	A350-900	16	Air Mauritius (1); Emirates (15)	6	Air France (2); Air India; China Southern Airlines; Lufthansa; Turkish Airlines
	Total	113		64	
Boeing	737 MAX	9	BOC Aviation (4); Undisclosed customer/s (5)	45	AerCap (2); Air Lease Corporation (2); Alaska Airlines (3); American Airlines (1); CALC (1); Copa Airlines (3); Flydubai (4); Gol (3); Jeju Air (2); Ryanair (5); Southwest Airlines (7); SunExpress (1); TUI (1); United Airlines (8); WestJet (2)
	767-300F	-	-	1	UPS Airlines
	777F	-	-	2	DHL Aviation Americas; Ethiopian Airlines
	777X	90	Emirates (90)	-	-
	787-8	-	-	1	Scoot Airlines
	787-9	-	-	4	AerCap; Gulf Air Qatar Airways; Vistara
	787-10	-	-	1	Singapore Airlines
	Total	99		54	

Note: Orders placed at the 2023 Dubai Airshow by Egyptair, Emirates, Ethiopian Airlines, Flydubai, Royal Air Maroc, Royal Jordanian, SCAT Airlines and SunExpress have yet to be booked by either Airbus or Boeing

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NMH in doubt as UK adds H145s?

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THE UK Ministry of Defence (MOD) intends to award a £140m contract to Airbus Helicopters UK for the supply of six H145 Jupiter HC2 helicopters – complete with three years of technical support services – to replace the ageing Puma HC2 tactical transport helicopters

currently used by British Forces Brunei and British Forces Cyprus from 2024.

RAF Puma HC2s have been used as an interim solution by British Forces Brunei and British Forces Cyprus following the withdrawal of the Bell 212s and Bell 412s that were previously used in this role

and pending the introduction of the UK's New Medium Helicopter (NMH). The UK already operates the H145 in the training role as the Jupiter HT1, but these new aircraft will be specifically configured for search-and-rescue (SAR) and casualty evacuation (CASEVAC) missions by British forces in Brunei and Cyprus.

It is not yet clear how this planned procurement will affect the £1.2bn NMH competition, which was to have seen the UK's disparate fleet of Puma HC2s, Bell 212s, Bell 412s and AS365N3 Dauphin helicopters replaced by "up to 44 examples" of a single common type. The H145 purchase may be connected to reports of a reduction in the number of NMH aircraft to 25-35 helicopters.

The shortlisted NMH competitors include Leonardo Helicopters' AW149; Airbus Helicopters' H175M and Sikorsky's S-70M Black Hawk, but the NMH procurement process has been repeatedly delayed and the crucial Invitation to Negotiate (ITN) had been reportedly been pushed back to December 2023. **Jon Lake**

809 stands up at Marham

THE UK's second operational frontline F-35B unit – the Fleet Air Arm's (RN FAA's) 809 Naval Air Squadron (NAS) – has been stood up at RAF Marham, Norfolk.

The aircraft, ZM151/809 (c/n BK-17), was displayed in a hangar as part of the December 8 ceremony to commemorate the return of 809 NAS to operational frontline service with the F-35B and was dressed accordingly for the occasion, sporting a large, colourful sticker of the squadron's crest on the fighter's vertical stabiliser, as well as a sticker that listed the unit's battle honours, which ranged from its participation in Arctic operations in 1941 to it supporting British military efforts during the Falklands War in 1982. The return of 809 NAS as a frontline F-35B unit comes after the RAF's 617 Squadron 'The Dambusters' was formally reformed on the Lightning II in April 2018.

Despite having been inactive since 1982 – when it operated the Sea Harrier FRS1 during the Falklands campaign – it was initially announced that 809 NAS would be reformed to become the RN FAA's first F-35B squadron in September 2013.

The unit will be home-based at RAF Marham when it is not deployed aboard either of the Royal Navy's two Queen Elizabeth-class aircraft carriers, HMS *Queen Elizabeth* (R08) and HMS *Prince of Wales* (R09).

In September 2022, James Heapey – the Minister of State for the Armed Forces – stated that 809 NAS would be formally

reactivated in Q2 2023, though this was later pushed back to December. He added that the unit would be scheduled to achieve Full Operational Capability (FOC) in 2025, though it remains unclear as to whether or not this has also been delayed as a result of the squadron's reactivation being pushed back. **Khalem Chapman**



MOD/Crown copyright

Belgium's first F-35 rolled out



Lockheed Martin

LOCKHEED MARTIN formally presented the first F-35A Lightning II for Belgium to representatives from the Belgian government during a ceremony at the company's F-35 production facility in Fort Worth, Texas, in December.

The aircraft, FL-001 (c/n AY-01), is the first of 34 examples to be rolled out for the Belgian Air Force (BAF), which will use the fifth-generation multi-role stealth fighter to replace its ageing F-16AM/BM

(MLU) Fighting Falcon fleet. Belgium's first Lightning IIs will initially be delivered to the 312th Fighter Squadron – a component of the USAF's 56th Fighter Wing – at Luke AFB, Arizona, where they will be used to train BAF air/ground crews to operate and maintain the type – in 2024.

Belgium currently operates one of the oldest F-16 fleets in Europe – with the initial F-16A/B models having entered operational service in March 1979, before undergoing a Mid-Life

Upgrade (MLU) in the mid-to-late 1990s – and the nation has long been seeking a successor for this ageing fighter fleet. In January 2018, the US State Department approved the possible Foreign Military Sale (FMS) of 34 F-35As to Belgium for an estimated cost of \$6.5bn. On October 25, that year, Brussels announced that it had formally selected the F-35A to succeed its venerable F-16AM/BM (MLU) fleet.

Khaleem Chapman

Norwegian Sea Kings bow out

THE ROYAL Norwegian Air Force (RNoAF) has marked the formal retirement of its Sea King Mk 43B search-and-rescue (SAR) helicopters, bringing to an end more than 50 years of operational service with the type.

The final Sea King Mk 43B (189) left Stavanger-Sola Flystasjon (Air Station) – the headquarters of No 330 Skvadron (Squadron) – on November 22, and routed via Lysebotn, Røldal, Odda, Torpomoen, Gol, Fagernes, Lillehammer, Hamar, Gardermoen, Kjeller, Oslo and Drammen to Rygge Flystasjon, where it will be temporarily stored. The Sea King's replacement – the Leonardo AW101 Mk 612 SAR Queen – has been operational since September 1, 2020, with 16 aircraft now operating from Rygge, Sola, Ørland and Banak. It will now take over the last of the Sea King's tasks and responsibilities.

The first of ten RNoAF Sea King Mk 43s

entered service as a SAR helicopter in May 1973 and the type went on to complete more than 45,000 missions. One Sea King was lost in an accident on April 30, 1977, but was replaced the following year, and

three more were delivered between 1992-1996. Three ex-RAF Sea King HAR3As (ZH540, ZH541 and ZH542) were acquired for spares and ground instructional use from November-December 2015.



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Uzbekistan and Kazakhstan offered Rafales?

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MULTIPLE MEDIA reports suggest that France is offering the Dassault Rafale to the former Soviet republics of Kazakhstan and Uzbekistan and has been working on a sales campaign for “several months”.

The reported sales effort forms part of a wider French bid to strengthen its bilateral ties with both nations. Uzbek President Shavkat Mirziyoyev visited France between November 21-22, 2022, with Kazakh President Kassym-Jomart Tokayev following on November 29-30. More recently, French President Emmanuel Macron visited Kazakhstan and Uzbekistan

on November 1-2 last year.

President Macron’s visits to Kazakhstan and Uzbekistan in early November were part of France’s efforts to enhance its energy security, with agreements in Kazakhstan involving increased oil supply and uranium exports to France. Following Macron’s visit to Kazakhstan, *France24* reported the planned supply of Ground Master 400 air defence radar systems to reinforce the country’s sovereignty. Uzbekistan has reportedly expressed an interest in acquiring 24 Rafales, though it is also reported to be

looking at a number of options.

While Washington DC reportedly blocked a potential sale of the T-50 Golden Eagle to Uzbekistan in 2015, expressing technology security concerns, Uzbekistan has acquired a range of European military aircraft including four C295W airlifters, as well as 11 H125M Fennecs and 15 AS532AL Cougars, though these are still outnumbered by Russian transport aircraft and helicopters, and the frontline element comprises some 38 MiG-29s, 20 Su-25s and 20 Su-27s.

Uzbekistan formally withdrew from the Russian-led CSTO alliance in 2012 and has become progressively less closely aligned with Russia, though purchasing Western combat aircraft would still mark a significant diplomatic shift. As a CSTO member, Kazakhstan remains more closely aligned with Russia, but is reportedly keen to phase out its Soviet-era fighter fleet, having listed some 120 Su-24, MiG-27, MiG-29 and MiG-31 fighters for public purchase. However, some two dozen Su-30SMs are not ‘for sale’.

Kazakhstan operates eight C295 transports and has purchased two A400Ms, but the prospect of a Rafale export sale to Kazakhstan “seems more distant” and the Kazakh defence ministry has denied reports that the acquisition of Rafales from France is under consideration. **Tom Kaminski**

Canada seals Poseidon deal

ON NOVEMBER 30, Canada’s Minister of National Defence, Bill Blair, revealed that an agreement had been finalised with the US for the acquisition of 14 P-8A Poseidon multi-mission maritime patrol and reconnaissance aircraft for the Royal Canadian Air Force (RCAF), along with an option for the procurement of up to two more. The P-8A will replace the RCAF’s ageing fleet of CP-140M Auroras, which have been in service for more than 40 years.

In announcing its decision to acquire the P-8A, the Canadian Department of National Defence (DND) said that the Poseidon delivers the best anti-submarine warfare (ASW) and intelligence, surveillance and reconnaissance (ISR) capabilities. This platform is operated by all of Canada’s Five Eyes allies – Australia, New Zealand, the UK and the US – as well as other defence partners.

Selected through the DND’s Canadian Multi-Mission Aircraft (CMMA) project, which has a budget of \$7.8bn. This includes \$5.9bn for the procurement of the P-8As, as well as associated equipment, training devices and sustainment services. The remainder of the budget will cover additional investments in simulators, infrastructure and weapons.

Canada’s first P-8A is scheduled to be delivered in 2026, with an average of one aircraft being delivered per month thereafter

until autumn 2027. The fleet is expected to achieve full operational capability (FOC) in 2033.

Commenting on the acquisition, Blair said: “Canada is committed to ensuring that our current and future aviators have the most advanced equipment possible. Canada requires a multi-mission fleet to protect the sovereignty of a country with the longest coastline in the world. The Poseidon is the right aircraft to fulfil this role.” **Simon Lee**



Boeing

Germany approves EW Typhoon



AIRBUS DEFENCE and Space announced on November 29 that the budget committee of the German Bundestag (federal government) had recently approved the firm to convert 15 Eurofighter EF-2000s operated by the Luftwaffe (German Air Force) to electronic combat (EK) standard, providing the selected multi-role fighters with additional EK capabilities.

According to Airbus, the 15 selected will be equipped with an unspecified transmitter location and self-protection system from Saab, as well as AGM-88

Advanced Anti-Radiation Guided Missiles (AARGMs) from Northrop Grumman. While Airbus did not disclose the system that Saab is providing for the EK conversion, it is likely to be the latest generation of the Arexis electronic warfare system, which is currently employed by the firm's JAS 39 Gripen E multi-role fighter.

An electronic combat-configured variant of the Eurofighter that has been pioneered by Airbus, the EK is scheduled to be NATO-certified by 2030 and will be used to replace the Luftwaffe's ageing fleet of Tornado ECR strike aircraft in the

suppression/destruction of enemy air defence role. "With Saab's transmitter location system and the AARGM from Northrop Grumman, the Eurofighter EK will be able to detect, localise and disable anti-aircraft radars. In addition, the Saab solution has jammers that improve the Eurofighter's self-protection," the firm said in a press release.

While the move has gained German parliamentary approval and has been confirmed as the successor to the Tornado ECR – beating competition from Boeing's EA-18G Growler and an option to procure more F-35A Lightning IIs – a formal contract for the conversion has yet to be signed, but was expected to be inked by the end of 2023. Airbus is currently working with the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw), the Luftwaffe and the German Armed Forces Aviation Office to produce a detailed schedule for the integration of EK solutions on the 15 EF-2000s. **Khalem Chapman**

ITPS rolls out ACE L-39

THE INTERNATIONAL Test Pilots School (ITPS) held its 11th annual Flight Test Seminar just prior to Christmas at its London International Airport, Canada, home base. Highlight of the event, Attended by more than 150 international guests from industry and air forces, the highlight of the event was the roll-out of the Advanced Controls Evaluator (ACE), a highly modified and substantially upgraded Aero Vodochody L-39C featuring a fly-by-wire (FBW), four-axis variable stability system (VSS) and in flight simulation capability.

The ACE cockpit features a fifth-generation human-machine interface including the L3Harris Panthr large area avionics display (LAAD) system, sidestick controls featuring a programmable hands-on throttle-and stick (HOTAS) from Wittenstein, Germany, suppliers of inceptors for the Korean Aerospace Industries' T-50 and Turkish Aerospace Industries' Hurjet. The cockpit is also equipped with a programmable head up display and Thales Scorpion head mounted display (HMD).

Another key innovation is the ACE's Embedded Tactical Training System (ETTS) featuring simulated sensors and weapons

integrated with the ITPS Advanced Aircraft Simulation Centre, whereby the aircraft can participate in complex simulated operational scenarios while in flight. This allows the evaluation of avionics and workload in realistic scenarios. All of this latest generation of software and hardware, much of it proprietary and open source to ITPS, provides trainees with outstanding value while providing the capability to evolve the system to simulate fifth- and sixth-generation aircraft.

Speaking to *Aviation News*, ITPS president Giorgio Clementi said: "When I first started advocating that ITPS should develop its own VSS jet some seven years ago, it seemed like an impossible ambition. ACE will be a game-changer in flight test training, bringing high-level capabilities at an unprecedented price point. It is the first of several that will be made available to industry. We've only just begun and we have many more ideas and ambitions in the works." **Joe Campion**



American Heritage Museum acquires Stuka



Daniel Karlsson/American Heritage Museum

BASED IN Hudson, Massachusetts, the American Heritage Museum (AHM) reports it has acquired the substantial remains of a former Luftwaffe Junkers Ju-87D-5 Stuka – and aims to return it to the skies.

The machine is Werk Nummer 131587 Q9+CH, assigned to 1 Staffel, Schlachtgeschwader 5 (1./SG1) in 1944.

At the time the unit, then assigned to Luftflotte 5, was engaged in close air support missions across the frozen north. On April 4, while being flown by Lt Uffz Walter Ernest and Uffz Ernest Zenker, the aircraft ran low on fuel and landed on a frozen freshwater lake near the town of Kemijärvi, Finland. With no way to

recover the machine, the crew rendered it unusable by detonating a grenade in the cockpit.

Left to sink into the lake during the spring thaw, it remained undisturbed for more than 77 years until its discovery and subsequent recovery in 2021.

In its announcement, the AHM said: “Once hauled to the surface, the white distemper paint could still be seen on her skin – evidence of desperate times and the difficulty of fighting a war at the top of the world. The extreme freezing temperatures preserved it in incredible condition.” With this hugely ambitious restoration to flight already under way, the work is “taking place at various facilities across Europe”.

At the time of writing, an inventory and 3D scans of the salvaged components had been undertaken, the original core from the aircraft’s original Jumo 211 engine (along with another) had been sent for zero-time overhauls, and contractors were working on CAD drawings to aid the fabrication of damaged centre section and components.

AHM added: “The rarity, importance and uniqueness of this aircraft cannot be overstated.”

NAM Canberra to be scrapped

ENGLISH ELECTRIC Canberra PR.7, WH791, which resides at Newark Air Museum (NAM) in Nottinghamshire, is to be disposed of. The jet had been offered to any external groups and/or individuals who had the resources to safely dismantle and move it. It has been at the museum since 1998 – first on long-term loan and then from May 15, 2023, as part of NAM’s extensive collection.

As part of WH791’s original loan agreement, it was stipulated that owners would be responsible for its upkeep while displayed at the museum. While some viewing sessions were hosted in late June 2023, the museum has not received any firm offers to acquire the airframe – a survey of which in 2021 “identified many issues” with it.

Announced on December 10, a statement from NAM said “active steps to dispose of the airframe [are being taken]. This will not happen until the museum has recovered a limited number of useable items from the



Flickr Commons/Alan Wilson

airframe, which will assist the museum’s other Canberra airframes.

“Wherever possible some external requests for panels and parts will also be fulfilled, plus any excess items may also be sold to allow some costs to be recovered to help fund the disposal of the airframe.”

This is the first time in more than 60 years that NAM has taken the decision to dispose

of an airframe in such a way. It added: “We are aware that this will cause some consternation from aviation enthusiasts. That said, the museum trustees and engineering staff retain the unwavering view that we do not have the facilities and/or the skill sets needed to undertake the major work that would be needed to try and save the airframe.”

‘Spotty’ rejoins 6 Sqn



Martin Needham

AFTER SOME 15 years at RAF Cosford, SEPECAT Jaguar GR.3A, XX119/AI (c/n S-12) – better known as ‘Spotty’ and perhaps the most famous example of the type – left the Shropshire base on December 6, bound for RAF Lossiemouth in Moray, Scotland.

First flown on November 5, 1973 and delivered to the RAF the following month, XX119 gained its colour scheme – which is to this day still spectacular – on the type’s retirement from service in 2007.

Ultimately, ‘Spotty’ was the final ‘Jag’ to fly in air force hands, being delivered by air to Cosford on July 7 that same year. Used for ground instructional

purposes by the resident No 1 School of Technical Training (1 SOTT), it was one of the Jaguars kept in taxiable condition at Cosford for use by 238 Squadron – formerly the Line Training Flight – as an aid in training aircraft marshallers. When the employment of live aircraft for this task was replaced by synthetic methods during 2016, XX119 remained with 1 SOTT.

With the 450-mile move north led by a team from the RAF Joint Aircraft Recovery and Transportation Squadron, ‘Spotty’ arrived at ‘Lossie’ the following night where it will be preserved by the Eurofighter Typhoon-equipped 6 Squadron – its last operational unit.

New identity for Fagen P-47



Fagen Fighters

ARRIVING AT its new Granite Falls, Minnesota, home on May 4, Fagen Fighters’ 1944-built Republic P-47D Thunderbolt, N767WJ (c/n 399-53778), was unveiled in new colours in early December.

Purchased from Rod Lewis of Lewis Air Legends, San Antonio, Texas, as Capt Milt Thompson’s ‘44-33813/G9-L ‘Balls Out’ – a machine that served with the United States Army Air Force 67th Fighter Wing’s 405th

Fighter Group’s 509th Fighter Squadron in 1945 – the aircraft now carries the nose art of Lt Dwayne Buholz’s ‘Chief Ski-U-Mah II’, on strength with the same unit around that time.

With the nose art replicated by respected artist Chad Hill of Django Studios, Fagen Fighters revealed the choice was “to honour” Buholz – a local of Ortonville, Minnesota.

NEWS IN BRIEF

THE ROYAL Norwegian Air Force (RNoAF) Museum at Gardermoen took delivery of its latest exhibit by road on November 30 – Dassault Falcon 20C-5, 0125 (c/n 125). Withdrawn from RNoAF service in 2018, the VIP-configured jet was stored at Rygge Air Base, before making the near 60-mile journey north to Gardermoen.

AS PART of its ongoing bid to build a static Bristol Bolingbroke Mk.IVT using the remains of eight Bolingbrokes salvaged from Manitoba during the mid-1980s, the Canadian Warplane Heritage Museum has hung the first Bristol Mercury engine on the restoration. Once complete, the aircraft will be painted in the colours of a 119 ‘City of Hamilton’ Squadron machine.

THE CANADIAN Warplane Heritage Museum (CWHM) has added its Fairey Firefly Mk.VI, C-GBDG (c/n F8755), to its passenger flight roster for 2024. At present, there are only two Fireflies flying in the world, but this is the only one you too could fly. For more information see the CWHM’s website: www.warplane.com

IN MID-November, the wreck of a Lockheed P-38 Lightning was found off Italy’s east coast in the Gulf of Manfredonia. Discovered by divers in some 12m of water, records suggest it is likely the remains of P-38G 42-13042, which disappeared on August 25, 1943, while being flown by 2nd Lt Warren Singer – a pilot with the 82nd Fighter Group’s 96th Fighter Squadron.

ON DECEMBER 6, noted US warbird pilot R T Dickson announced that his soon-to-fly North American F-86 Sabre will be finished in the colours of F-86E 51-2834/FU-834 Patricia II – the personal mount of Capt Joseph Romack while serving with the Kimpo, Korea-based 336th Fighter Squadron ‘The Rocketeers’ in 1954.

THE PAINE Field, Everett, Washington-based Legend Flyers restoration group announced in late November that it had completed taxi tests of Mitsubishi A6M3 Zero, NX9940 (c/n 3148) ‘3148’. A painstaking restoration of more than 30 years, the former Imperial Japanese Navy combat veteran was expected to undertake its first flight before entering a 25-hour test programme mandated by the Federal Aviation Authority.



Dassault Aviation

Long-range Falcon

THE DASSAULT Falcon 6X has entered service. Type certification for this ultra-long-range addition to the Falcon bizjet family was granted in August 2023 by the European Union Aviation Safety Agency and US Federal Aviation Administration.

Post-certification upgrades applied to the aircraft required EASA approval before the aircraft could enter service. The 6X is the longest-range Falcon bizjet ever developed, with a maximum range of 5,500nm at Mach 0.80 or 5,100nm at Mach 0.85. The aircraft can be configured to hold 12 to 16 passengers.

Significant GA gains

THE GENERAL Aviation Manufacturers Association (GAMA) has recently issued its report on General Aviation activity for the first nine months of 2023 and it shows deliveries of 2,029 fixed wing aircraft in the period – which is 10% up on 2022. Showing significant gains are Cirrus Aircraft

which delivered 450 aircraft (366 last year) thanks to a 46% rise in sales of the SR22T and Tecnam (193 deliveries compared with 158). In the corporate sector the 455 business jets were similar to the previous year but turboprops rose from 383 to 439 thanks to the continued popularity of the single-engined Pilatus

PC-12 (66 versus 47) and the Daher TBM960. As market-leader, Textron, the Model 408 Sky Courier is getting into its stride with 14 delivered and Thrush and Air Tractor increased output to 171 agricultural aircraft. In addition, 627 helicopters were sold – an increase of 49 year-on-year.

First flight for EcoPulse

DAHER ACHIEVED the first flight of its 'EcoPulse' demonstration prototype on November 29 from its base at Tarbes in France. The EcoPulse is based on a TBM960 single-engined turboprop but is equipped to test an electric propulsion system developed by Daher with Safran and Airbus. The test installation consists of six wing-mounted electric engines designed by Safran consisting of a turbogenerator with an associated power management system and electric thrusters with propellers. For the first flight, lasting nearly two hours, the aircraft flew on its normal nose-mounted PT6A engine but was able to fully run the six electric engines for a preliminary assessment of the system.

Robin Aircraft in receivership



Rod Simpson

ROBIN AIRCRAFT has suspended output of its DR400 four-seaters following issues over production shortcomings. EASA issued an Airworthiness Directive after faulty bonding was discovered in DR400 mainspars which led to a loss of orders for the aircraft. While parent company CEAPR has promised to support existing owners

with parts, a judgement by the Dijon Commercial Court has forced Robin Aircraft into liquidation and production of new aircraft has ceased with no immediate prospect of resumption. Since introduction of the original DR300 in 1968, Robin has built nearly 2,500 of the DR300/400 series.



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British Cally growth realistic, finances went atrocious

More than three decades after British Caledonian was acquired by rival British Airways, **Charles Woodley** charts the history of a much-missed UK carrier

In 1970 the British and Commonwealth Shipping Company was looking for a buyer for British United Airways (BUA), its ailing scheduled airline subsidiary. The UK government of the day was in favour of the formation of a 'second force' independent carrier strong enough to provide competition for the state airlines British Overseas Airways Corporation (BOAC) and British European Airways (BEA) and was willing to transfer across certain BOAC routes, the most important being

those to West Africa – these alone would be worth £4.3m to the new operator. Merger talks with the successful charter airline Caledonian Airways (Prestwick) Ltd resulted in a takeover agreement to take effect from November 30, 1970, with Caledonian acquiring the whole of BUA's ordinary share capital for £6.9m.

The merged company was to be based at Gatwick and would initially be called Caledonian//BUA. The Initial fleet comprised 31 jets: VC10s, Boeing



707s, and BAC One-Elevens. Adam Thomson of Caledonian became the new organisation's chairman and managing director. By mid-February 1971, the new livery of Caledonian//BUA, featuring its golden lion rampant tail emblem, was first unveiled on One-Eleven 500, G-AWYS (c/n BAC.175). The following month, the new airline was awarded its first major charter contract, for a three-year series of inclusive-tour flights for Horizon Holidays, fully utilising one of these jets.

The first Caledonian//BUA services to West Africa, to Kano and Lagos in Nigeria, and to Accra in Ghana

took off on April 1, 1971, operated by VC-10s. At a press conference five months later Adam Thomson announced that Caledonian//BUA had been renamed British Caledonian Airways, or BCal for short. From November 1971, it began One-Eleven services from Gatwick to Paris/Le Bourget in competition with BEA and Air France's Heathrow connections.

In February 1972 BCal was able to announce that it had been granted licences for scheduled transatlantic passenger services, to be effective for 15 years from April 1, 1973. The airline had already built up a strong charter presence over the Atlantic,

▲ The McDonnell Douglas DC-10 was the first widebody airliner to be inducted into BCal's fleet. The carrier would operate 12 examples over its 16-year existence. All images Bob O'Brien Collection unless stated



◀ British United and Caledonian Airways aircraft initially wore 'Caledonian//BUA' titles before the resultant airline was rebranded as British Caledonian



but this was seasonal and it was believed scheduled services would improve year-round utilisation of aircraft and enable the carrier to capture some of the lucrative business travel market. Gatwick-New York services would operate daily, while a connection to Los Angeles via Chicago would operate five times weekly. Both routes were initially flown by Boeing 707s, but the airline was planning to introduce widebody aircraft from 1974. New sales offices would be opened in New York and Los Angeles, and a major sales campaign would precede the start of transatlantic schedules.

In June 1972 work commenced on a fleet refurbishment programme to give the interiors of the 707s – and One-Elevens – a widebody look. The airline was still heavily committed to inclusive-tour work, and one of its subsidiaries was the Blue Sky Holidays group, but the market was becoming too cut-throat and profit margins were slim. Gradually the One-Elevens were switched to new European scheduled service routes. On November 1, 1972, G-AWYT (BAC.176), inaugurated an Edinburgh-Newcastle-Copenhagen route, and the same aircraft

was used to reinstate the former BUA Glasgow-Newcastle-Amsterdam link. From November 1972 the VC10s were gradually withdrawn from the former BUA services to South America and replaced by 707s, and from then on, the type would be concentrated on the African routes.

On April 1, 1973 Boeing 707 G-AWWD inaugurated BCAL's transatlantic scheduled services, departing Gatwick for New York, but unfortunately had to divert to Boston because of poor weather at its intended destination. Four days later the same aircraft opened the Los Angeles schedule, but omitted the stop at Chicago, which was never to be introduced. Within a few months both routes would be achieving respectable load factors of 60-70%. The importance of feeder routes into Gatwick was always recognised, and from November 1973 a Manchester-Gatwick route was opened, using leased Handley Page Heralds from British Island Airways. On March 20, 1974, BCAL became the first British carrier to operate regular services to Paris' then-new Charles de Gaulle airport, with four of the airline's daily links moving from Le Bourget. Three months

▲ Boeing 707-300C, G-AYEX (c/n 19417), flew for almost the entire existence of British Caledonian Airways, arriving in September 1971 and leaving the fleet to join Saint Lucia Airways in January 1985. It would see out its flying career as 67-19417 - an EC-137E with the US Air Force between 1992 and 2002, during which time it was understood to be operated on behalf of Strategic Air Command and the CIA



In February 1972 BCal was able to announce that it had been granted licences for scheduled transatlantic passenger services

◀ Boeing 707s quickly replaced BCal's quartet of Vickers VC10s, with all four jets withdrawn by November 1974

later, another new European destination came online with the introduction of a Gatwick-Brussels route. This brought the number of BCAL's scheduled service destinations to 45 in 26 countries.

During 1974 BCal was awarded additional contracts for group charter flights to the USA and the Far East, but the UK independent airlines in general had a terrible summer. BCal was losing money on much of its scheduled service network, and throughout August and September it and British Airways (BA) had discussions regarding possible rationalisation of their routes. The Labour government of the time refused such a move. During September 1974 the airline warned of serious cutbacks in services and staffing levels. In October the One-Eleven schedules from Gatwick to Gibraltar and Tunis were suspended and the Gatwick-Belfast route was handed over to British Midland to operate with Viscounts. The holiday schedules to Malaga, Ibiza and Palma were also axed, and the airline initially made plans to dispose of six redundant One-Elevens, but then reversed its policy and decided to re-enter the short-haul inclusive-tour charter market, as its tour operator subsidiary Blue Sky Holidays would be able to utilise four of the twinjets. That month, BCal had to make around 14% of its workforce redundant, and on October 31, 1974 all transatlantic scheduled services were suspended. To compensate, the airline doubled its North Atlantic charter flight programme. For all this charter activity additional capacity would be needed, but the last two VC10s still left the fleet in September and October 1974. Route development continued the following year, with the introduction of a new service to Kinshasa via Lagos.

On February 11, 1976, the UK government finally published its much-awaited Future Civil Aviation White Paper. As Britain's 'Second Force' airline, BCal was confirmed as the designated carrier to South America and north, west and central Africa, and was



handed additional routes to Caracas, Bogota and Lima accordingly. In return it had to surrender routes to Entebbe, Nairobi and the Seychelles. Fortunately, the carrier was allowed to retain its licences for services to Atlanta and Houston.

The routes to South America had made possible an order for wide-bodied aircraft. Two McDonnell Douglas DC-10-30s were scheduled for delivery in 1977. Shortly after this announcement BCAL was awarded a contract for 50 charter flights to Los Angeles and New York during winter 1976. That October, the new service to Caracas and Lima was inaugurated with Boeing 707s flying the route twice weekly, with one service calling at Bogota.

In readiness for the 1977 summer season, the first DC-10, G-BEBM (c/n 46921) Robert Burns – The Scottish Bard, was delivered to Gatwick on March 13 and entered service on the lucrative Gatwick-Lagos route a week later. The second example, G-BEBL (c/n 46949) Sir Alexander Fleming – The Scottish Challenger, would inaugurate twin aisle services to South America on the Gatwick-Recife-Sao Paulo-Santiago route on October 22, 1977. A day later, Boeing 707-300C, G-ATZC (c/n 19416), was used to

▲ British Caledonian operated helicopters on connections between Gatwick and Heathrow airports as well as being one of the first companies to fly from Aberdeen in support of oil companies working off the east coast of Scotland. Airlink services between the two London hubs began in June 1978

▼ British Caledonian Airways Boeing 747-200, G-BJXN (c/n 20527), shares the Gatwick ramp with a Garuda Indonesia 747 and a World Airways DC-10. In all, BCal flew half a dozen 747s, with the first example being accepted in 1978





◀ This Boeing 707-300C, G-BDEA (c/n 19296), was one of the last examples of the type to be withdrawn from the BCal fleet, being sold to Anglo Airlines in January 1984. It had joined BCal in 1975 from Qantas who had received the aircraft new from the manufacturer in 1967 AirTeamImages.com/ Carl Ford

open a scheduled link to Houston on October 23. In what was a busy week for the carrier, just two days later, British Caledonian converted two of its DC-10 options into firm orders for use on services to Texas, and during that year two redundant Boeing 707s were disposed of.

In 1978, two Piper Navajo Chieftains, G-SCOT (c/n 31-7752190) and G-CLAN (c/n 31-7852052), were acquired for feeder services between Birmingham and Gatwick from March 1. Further domestic links would be introduced in the years to come, operated by independent carriers under the BCal Commuter name from November 1982.

By autumn 1978 more wide-bodied capacity was needed and a lease agreement was struck with Aer Lingus for Boeing 747-100, EI-ASJ (c/n 19745), to operate the Houston rotation as G-BDPZ from October 31 until February 1979.

Freight demand on transatlantic routes was booming, prompting the start of a weekly cargo flight to Atlanta using 707 freighters in October 1979. That same month, BCal announced an order for three Airbus A310s, planned for use on major European routes and possibly to Africa. The year ended well, with the December award of a licence for scheduled services to Hong Kong.

In April 1979 the British Caledonian Airways Group had acquired Ferranti Helicopters, renaming it British Caledonian Helicopters. The move proved to be fruitful as, by 1980, oil exploration in the North Sea needed increasing helicopter capacity. Owing to this, British Caledonian Helicopters purchased its first Sikorsky S-61N for oil support work from Aberdeen that October.

On April 30, 1980 BCAL introduced another new US destination when Boeing 707 G-ATZC inaugurated passenger services to St Louis, Missouri, with four weekly flights. This was followed in June by the opening of service to Atlanta using DC-10s, and in August by a DC-10 opening a connection between Gatwick and Hong Kong. That October, the St Louis service was upgraded to a DC-10 while the route was extended to include Dallas/Fort Worth.

Among all the new route additions there had to be some casualties and, at the end of the 1981 summer season, the Silver Arrow rail/air service between London and Paris was dropped. On the short-haul front, seven One-Eleven 200s had been sold off by May 1981 and BCal was considering its options for their replacement, the Boeing 737, McDonnell Douglas MD-80 and Airbus A320 all being candidates.

▼ The carrier's association with the Airbus A310 was short-lived, with the type finding itself too large for short-haul services and too small for long-haul links after just two years





All was not rosy, however. Despite a rise in passenger numbers carried, BCAL recorded a loss of £7.9m in the financial year to October 31, 1981. Fuel costs had risen by 42%, the airline now faced strong competition, and had funded the start-up of four new routes during the period. The carrier was undeterred by this, and still planned to increase its route network and to acquire one or two additional 747s. The Lagos route alone was filling ten weekly DC-10 flights and warranted daily 747 services. The 707s were gradually being phased out at this time, with just three remaining, one of them a dedicated freighter.

Capitalising on the collapse of Laker Airways and its low-cost, transatlantic SkyTrain operation, BCal took on the lease to the failed carrier's 19-acre engineering base at Gatwick and took on the leases of two ex-Laker DC-10-10s – G-GFAL (c/n 46970) and G-GSKY (c/n 46973), which were reregistered G-BJZD and G-BJZE, respectively. It also took out four-year leases on a quartet of former Laker One-Eleven 300s.

BCal was especially badly affected by the Falklands War, passenger numbers dropped dramatically on many of its South American services, while routes to Santiago and Lima were axed. In an effort to diversify and find uses for its spare capacity, the airline entered into a partnership with the Rank Organisation to form British Caledonian Charter – later BCA Charter – using two aircraft for the 1983 summer season. That August, chairman and managing director Adam Thomson forecasted a return to profit after two challenging years. The optimism would lead to BCal becoming a launch customer for the Airbus A320, announcing on October 11, 1983 that it had placed a firm order for seven examples and three options. In the meantime, the carrier's remaining One-Elevens received a refreshed cabin and hush-kits.

The airline's first two Airbus A310-200s, G-BKWT (c/n 295) John Logie Baird - The Scottish Television Engineer and G-BKWU (c/n 306) Sir Robert Watson

Watt – The Scottish Radar Pioneer, were both delivered on March 20, 1984. They were initially placed on the Gatwick-Doula-Lusaka route later that month, followed by flights to Banjul, Freetown and Monrovia, and to Geneva that April. The airline's last two Boeing 707s would be withdrawn in May and August 1984 as the A310s became fully fledged members of the fleet.

A major shake-up occurred in March 1985 when a route swap deal with British Airways was announced. British Airways would take on the struggling South America routes, along with the BCal links to Denver and Morocco. In exchange, BA's rotations to Jeddah and Dhahran went the opposite way and were to be operated by DC-10s.

After more than a decade away from the Big Apple, BCal returned to New York on May 1, 1985. The route had last been served by its scheduled service in 1974. This time around, a DC-10 was used initially, but was soon displaced by 747-200 'Combi', G-HUGE (c/n 21252), which was named Andrew Carnegie – The Scottish American Philanthropist in recognition of the new link. Passengers travelling in First Class and Executive Class were offered a free limousine transfer between London and Gatwick, and either a limo or a helicopter transfer at the other end. A month later, the company's 12th and final DC-10 had

▼ The Shorts 330 and 360 were by far the most popular types used by airlines working under the British Caledonian Commuter name. Around ten examples of the Belfast-built regional airliners flew in BCal colours, including '330 G-EASI (c/n SH3070)

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“A major shake-up occurred in March 1985 when a route swap deal with British Airways was announced”

▼ Several smaller independent airlines flew under the British Caledonian Commuter banner, including Brymon Airways, Connectair, Jersey European and Metropolitan Airways. This Embraer EMB-110 Bandeirante, G-BNOC (c/n 110223), was operated by Connectair between February 1984 and September 1987



► British Caledonian was a launch customer for the Airbus A320, however it received just one example of the type, G-BUSB (c/n 006), which never entered service

“On July 16, 1987, BA confirmed it had purchased BCal’s entire share capital for £250m”

▼ BCal signed an order for three McDonnell Douglas MD-11s and seven options as a replacement for its DC-10s in its final months. The order would be cancelled by British Airways and the delivery slots passed to American Airlines. BA would keep BCal’s DC-10s for its Gatwick operation AirTeamImages.com/The Samba Collection



been delivered on 9th June, and the type was used to inaugurate the service to Riyadh on August 10.

All wasn't well, however. The 1985 North Atlantic passenger bookings were down 70% from the previous year, mainly due to the threat of terrorist action deterring tourism and business travel. Similarly, the Saudi Arabian connections had not produced the hoped-for £18m profit. At the end of the year the package-tour subsidiaries were sold off. Things would go from bad to worse – more than 1,000 redundancies were made worldwide in 1986 while US tourists were put off from crossing the Atlantic following terrorist attacks at Rome and Vienna airports, and a West Berlin discotheque which prompted a US bombing raid on Libya. The BCal Commuter network was closed down among other cost-cutting measures while Sabena partnered on a Brussels-Gatwick-Atlanta service using Boeing 747-200M, G-HUGE that October. It wasn't enough, as BCal posted a £25.5m loss at the end of that month. Undeterred, the carrier placed its biggest ever aircraft order, signing a \$1bn deal with McDonnell Douglas for nine MD-11s set to be delivered from 1990.

Changes in the airline's route structure meant that its two A310s had become incompatible with their operator, being too big for short-haul connections

and too small for long-haul links. They were sold to Libyan Airlines at the end of June 1986 while the order for a third, G-BKWV (c/n 323), wasn't taken up and the aircraft was never built.

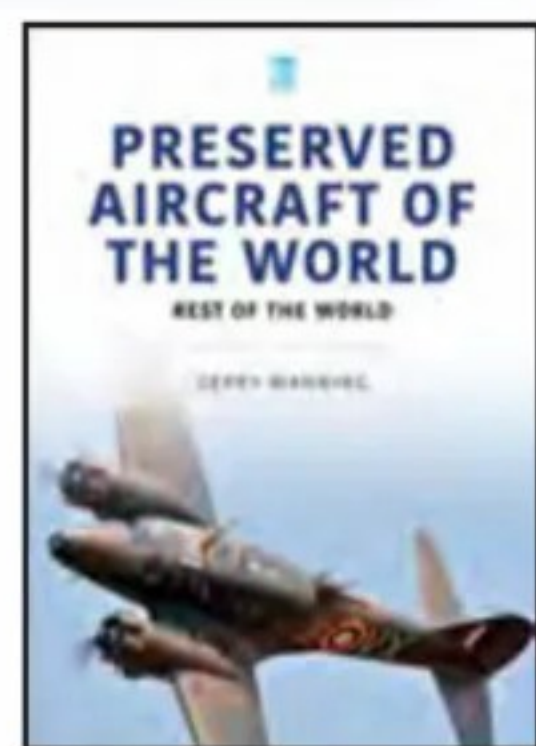
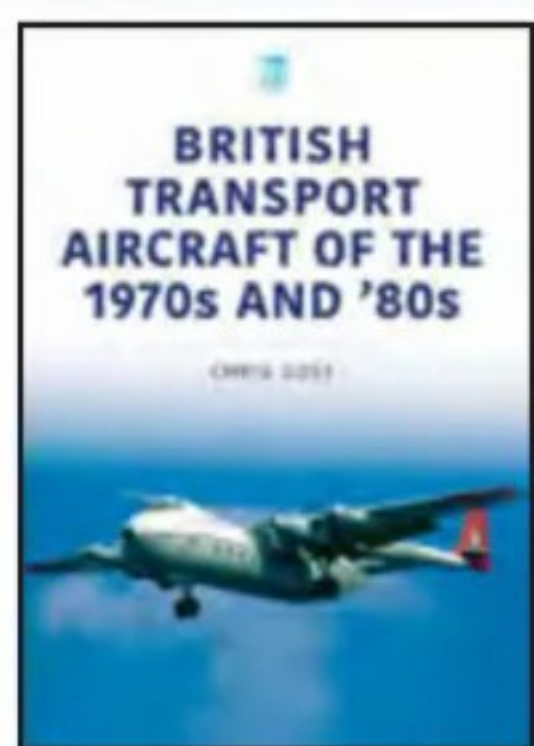
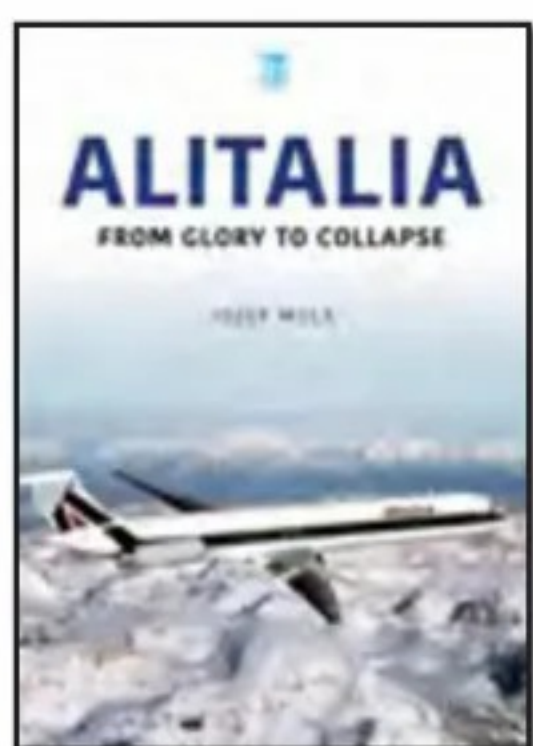
While the airline was in dire straits, BCal wasn't shying away from innovation. Russia granted permission for the carrier to overfly Siberia on its thrice weekly Tokyo route, with one service calling at Moscow en route. The service began on May 31, by which time, the company had amassed loans and financing totalling £272m and its management were seeking a buyer. Offers were received from Air Europe, KLM, SAS Scandinavian Airlines and Sabena, but in the end British Airways (BA) outbid them all.

On July 16, 1987, BA confirmed it had purchased BCal's entire share capital for £250m. Some of BCal's fleet were incorporated into the BA fleet; the DC-10s flew on from Gatwick, BAC One-Elevens joined BA's regional network, and the A320s on order were delivered to BA. However, the MD-11 order was cancelled and the 747s were deemed incompatible with BA's own jumbos and were sold off. The Caledonian name would soldier on following British Airtours' 1988 rebranding through the charter subsidiary's sale to tour operator Inspirations in 1995 until it merged with Flying Colours to form JMC Air in September 1999.

AN



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EART at C

Peter R Foster

describes the role of European Air-to-Air Refuelling Training (EART) at the recent Ocean Sky exercise and his experiences during a tanker sortie in a Spanish Airbus Military A400M

EART is part of European Air Transport Command (EATC), which has its headquarters at Eindhoven in the Netherlands. EART was established in 2013 by the European Defence Agency after air-to-air refuelling (AAR) had been identified as a capability shortfall in Europe. Its role is to co-ordinate and maximise the effectiveness of transport and AAR assets of the member nations and is now a truly multi-national organisation, involving Belgium, Czechia, France, Germany, Italy, Luxembourg, the Netherlands, Norway and Spain. It has been under the stewardship of General Frank Mollard of the Armée de l'Air et de l'Espace since September 4, 2023.

During its existence, EATC has built up great expertise in maximising assets in the most

economical way, reducing the number of non-productive missions flown and bringing a more business-like approach to operational planning.

It is in the provision of air-to-air refuelling that EATC has really excelled. Within EATC, EART has built up a great deal of expertise, conducting nearly 4,200 AAR missions during its first 10 years. In 2022 alone, it commanded some 27 AAR assets, comprising Airbus A330 multi-role tanker transports (MRTT), Lockheed Martin KC-130J Hercules, Boeing KC-767As and A400Ms, undertaking 773 missions during the year.

Tanker expertise

The organisation's operational experts work closely with the National AAR Co-ordination Centre to plan tanker missions from an early stage, helping to

▼ A French Airbus A330 MRTT 041 Phoenix tanking two Spanish Hornets during Exercise Ocean Sky 23
All images author

Ocean Sky



guarantee successful joint and combined operations. In doing so they enhance interoperability, while also standardising tactics relating to AAR.

One of the outcomes of its work has been the development of the Trail Missions Handbook, which aims to harmonise the planning, tasking and execution of operations that deploy fighters over long distances. EATC also runs multinational training for European tanker aircraft operations.

The organisation can draw upon a large and diverse portfolio of different aircraft types with both boom- and hose and drogue-compatible refuelling systems, to support not only fighters, but also other transport

aircraft equipped for inflight refuelling and several different models of helicopter.



Each type of tanker omcall has different capabilities, with the new A330 MRTT currently on delivery to several member countries being the most flexible, as it is equipped with a boom as well as hose and drogue systems. It can also carry a huge payload of fuel – up to 111 tonnes – depending on the profile of the mission. Other non-strategic assets, such as the A400M and KC-130J, operate more effectively in the tactical environment, supporting either probe-equipped fighters or rotary-wing aircraft.



▲ Italian Air Force Boeing KC-767A, MM62227 (c/n 33687), formates with the A400M heading back to base after the tanker sortie

“Exercise Ocean Sky is a biannual event held at Gando Air Base at Las Palmas, on the island of Gran Canaria”

► Spain operates several variants of the F/A-18 Hornet. This Ala 12 example, C.15-34 (c/n 638/A530), is an EF-18M

On exercise

Exercise mission planning is generally a long-term process. EATC is currently heavily involved in Pitch Black, scheduled for July and August 2024 in the Northern Territories of Australia. In general, shorter term AAR planning is generally left to member nations, utilising their own assets. National assets can be ‘reclaimed’ by a member state at any point, should their requirements dictate a pressing need for tanker support.

To date, the primary exercises undertaken by the organisation have been Frisian Flag at Leeuwarden in the Netherlands and Ocean Sky/Sirio in the Spanish Canary Islands. Both offer air and ground crews from the tanker community the possibility of becoming familiar with scenarios outside their usual experience and help them maintain proficiency. Both events are also great opportunities to exchange information and procedures, helping to increase interoperability between the different members of the European AAR community. EART is also responsible for gathering data that can be used by EATC experts to develop, refine and validate common procedures from the immediate feedback of all participants.

Ocean Sky 23

Exercise Ocean Sky is a biannual event held at Gando Air Base at Las Palmas, on the island of Gran Canaria. For many years it was run solely for the benefit of the Spanish air forces, allowing crews to train against dissimilar aircraft in both defensive and offensive scenarios. In recent years a number of NATO-aligned countries have participated and the exercise has become more multi-national in nature. One of the benefits of Ocean Sky is that it offers more than 200sq miles of unrestrictive airspace within which to train.

During its early iterations the exercise was only able to call upon limited AAR support, making use of the now retired Lockheed KC-130H tankers of Ala 31 (Wing 31) then stationed at Zaragoza air base. Today, the air force has five dedicated A400M tanker/ transports to fulfil the role previously undertaken by the Hercules. But this capacity has been expanded greatly with the involvement of EART, allowing for enhanced training of both ‘red’ and ‘green’ forces involved in the exercise. It also enables the exercise to focus on procedures for dissimilar ‘multi-tanker formation’ and ‘tanker-to-tanker’ rendezvous.

The Ejército del Aire y del Espacio (Spanish Air and Space Force) deployed fighter assets from all four of its primary combat wings for Ocean Sky 23. They comprised Eurofighter EF2000 Typhoons from both Ala 11 at Morón and Ala 14 at Albacete, and Boeing EF-18M Hornets from Torrejón, home of Ala 12, as well as Ala 15, based at Zaragoza. F/A-18A+ Hornets of Ala 46 at Gando also participated, while continuing to undertake their primary role policing the airspace around the Canary Islands and the maritime area up to the eastern Sahara.

Assets and activities

The principle aims of the exercise are to train and evaluate the counter-air core air power role and to increase interoperability between partner nations that participate. For Ocean Sky 23, the partners





were the Türk Hava Kuvvetleri (Turkish Air Force), which sent Lockheed Martin F-16C Block 40 Fighting Falcons of 152 Filo (Squadron) from Akıncı, along with the Polemikí Aeroporía (Hellenic Air Force), which deployed 341 Mira's (Squadron's) F-16C Block 50s based at Nea Ankihalos, and the F-16AMs of Esquadra 301 (Squadron) of the Força Aérea Portuguesa (Portuguese Air Force), stationed at Monte Real.

Tanker assets were provided by France and Italy, as well as Spain, which detached aircraft to operate from the Lanzarote military airfield (Haría), some 222km north of Gran Canaria. Lanzarote also supports the air defence radar unit for islands, EVA 22 (Air Surveillance Squadron 22), with which Ala 46 works closely. The airfield is the main alternate for Gando and a convenient logistics transit site for aircraft heading further south, into Africa or on to South America. Lanzarote also offers an ideal location for the evaluation of air force units' expeditionary capacity and is the main deployment base for Spain's General Atomics Predator B unmanned air vehicles (designated NR.05 by the air force).

Running over two weeks between October 16 and 27, Ocean Sky 23 involved some 40 to 50 fast jets, which participated in two missions each day. Scenarios built up from the defence of a line in the defensive counter air (DCA) role, during which combat air patrols were conducted to provide air defence, point defence and protection from hyper-velocity air-to-air missiles (HVAAAs), before moving on to offensive counter air (OCA) missions. The OCA sorties involved fighter

sweeps for combined air manoeuvring missions (COMAOs) or HVAA attack profiles, or both close and detached escort missions.

The exercise was also designed to integrate EART and co-ordinate AAR training, as well as tactical assistance and tactical control of the threat scenario. The prime mission flown each day was mounted in the morning, which generally involved some 30 plus fighter sorties, while the afternoon – or 'shadow wave', as the exercise commanders referred to it – included around half that number of aircraft. EARTs main training objectives were built around the threat environment (HVAA-Retrograde), collaborative and comprehensive planning, accompanied let down emergencies and formation flying and rendezvous.

▲ Spanish EF2000s release flares during Ocean Sky 23. While tankers featured prominently, fighters from five Spanish combat wings participated

▼ Spanish Air Force EF-2000s and Hornets are readied for an Ocean Sky mission





The mission

On the day *Aviation News* (AN) attended, EATC offered us the opportunity to join one of the missions. As with all plans, it was subject to change – and did so four times over a three-day period!

We flew from Lanzarote to Gando in a CASA 212 Aviocar, before boarding ‘DUMBO 33’, a Spanish A400M (T.23-13) of Ala 31 at Gando, which would operate with the French A330 MRTT 041 and an Aeronautica Militare (Italian Air Force) KC-767A (MM62227) from Lanzarote as ‘VANT 15’ and ‘BREUS 20’, respectively. All three would work as an AAR cell. Take-off was at 1455hrs and the A400M landed at 1900hrs. The other two tankers departed Lanzarote at 1440hrs and returned at 1740hrs.

Windows of opportunity

Having never been in an A400M before, let alone one conducting a refuelling mission, everything was

pretty new, especially as there was no opportunity to brief either the tanker or fighter crews as to what works best as far as photography is concerned. Aircraft windows are never optically clear but, if lucky, there will be at least one that will allow the photographer to focus through. Even then, the use of longer focal lengths often adds to the difficulties. Passengers aboard the A400M were confined to the hold, which has three small windows on each side, two just forward of the engines. This obviously created an immediate problem with more than 30 people wanting to look out.

The biggest windows were situated in the two side doors just aft of the engine exhaust nacelles, from which a downdraft of warm, distorting exhaust flows between the fuselage and the refuelling pods on the outer wings. This created issue number two, especially as it involved shooting through three layers of plastic. A further issue to work around

▲ A Spanish Air Force EF-2000 fires flares as it peels away from the A400M photoship

“Aircraft windows are never optically clear but, if lucky, there will be at least one that will allow the photographer to focus through”



▼ A400M, T.23-13/10222 (c/n 121), equipped with underwing hose and drogue pods. Spain has acquired nine sets of pods for the transport, as well as three hose drum units and three cargo hold tanks

► Three nations sent Fighting Falcons to Ocean Sky 23. Among Portugal's F-16AMs was 15105 (c/n AA-05), still in the scheme applied to mark the 50th anniversary of the 'Jaguares' (Esquadra 301) in 2018



was that the pod hoses were angled downwards, right through the line of vision. The final window was another very small porthole situated high in the tail area. While probably the best optically, as well as being high enough to avoid the engine's exhaust downdraft and the trailing hose, there was the difficulty of climbing up the aircraft's superstructure to see out. Even then, only the centre of the transparency offered any chance of focusing through.

Together, these factors greatly limited the opportunity to view the tanking operations of the three aircraft involved. *AN* only saw the other two tankers operating around 1,000ft below us twice, each with a pair of Hornets in tow. Fortunately, access was gained to the front porthole when the A330 MRTT came into view, allowing a few successful shots of the operation. The A400M also refuelled two pairs of fighters, Ala 14 Typhoons and EF-18M Hornets from Ala 12.

When the mission was over and the A400M heading back to Gando, the four fighters joined the two tankers to fly in formation, creating some excellent photo opportunities, albeit while still confined to the seats in the cargo hold. It is perhaps worth mentioning that the efflux from the engines initially drops downwards then rises before the four trails eventually converge a couple of hundred yards behind the aircraft. So any photographer shooting off the ramp needed the target to be within the triangle of clean air immediately behind the A400M.

AN

The author would like to thank all the Spanish Air Force, EATC commanders and aircrew involved for the opportunity to fly during Ocean Sky 23. Special thanks to General Rafael de Haro Ros, base commander at Lanzarote, Lieutenant Colonel Arnaud Viltart, head of EATC's Training and Exercise Branch, and EATC's PAO, Major Andrea Colotti

▼ A Eurofighter EF-2000 flies behind the A400M having taken fuel from the transport aircraft via an underwing pod





A Boeing C-17 Globemaster III from 99 Sqn RAF will be present at a night photoshoot at RAF Brize Norton on January 20
Martin Needham

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www.bodminairfield.com

6-7

Icicle Refrozen Balloon Meet
Donnington Grove Hotel,
Berkshire
www.icicle-refrozen.com

20

RAF Brize Norton Nightshoot
RAF Brize Norton,
Oxfordshire
www.threshold.aero

27

Eshott Airfield Nightshoot
Eshott Airfield, Northumberland
www.threshold.aero

February

3

**Lightning Preservation Group
Photosoot**
Bruntingthorpe Proving Ground,
Leicestershire
www.timelineevents.org

10

XM603 Vulcan Nightshoot
Avro Heritage Museum, Woodford,
Cheshire
www.threshold.aero

17

**South Wales Aviation Museum
Nightshoot 4**
South Wales Aviation Museum, Wales
www.threshold.aero

17

**Wattisham Station Heritage
Museum Photoshoot**
Wattisham Airfield, Suffolk
www.timelineevents.org

20-25

Singapore Airshow
Changi Exhibition Centre
www.singaporeairshow.com

24-25

**TAS Manchester Aviation
Memorabilia Fair**
Runway Visitor Park, Manchester
Airport
www.tasmanchester.com

March

7

RAF Northolt Night Photoshoot
RAF Northolt, West London
www.northoltnightshoots.com

16-17

Travis Air Show
Travis Air Force Base,
California
www.travis.af.mil/travisairshow

23-24

New Orleans Air Show
Joint Reserve Base New Orleans,
Louisiana
www.neworleansairshow.com

24

Heathrow Airport Enthusiasts Fair
Kempton Park Racecourse,
Surrey
www.aircraftenthusiastfair.co.uk

29-31

Warbirds over Wanaka
Wanaka Airport,
New Zealand
www.warbirdsoverwanaka.com

April

6-7

**Beyond the Horizon Air & Space
Show**
Maxwell AFB, Alabama
www.maxwell.af.mil

9-14

Sun 'n Fun Fly-in
Lakeland Linder Airport,
Florida
www.sun-n-fun.org

13-14

Wings Over Cowtown Air Show
NAS JRB Fort Worth, Texas
www.navymwrfortworth.com/event/airshow

20-21

Cocoa Beach Air Show
Cocoa Beach, Florida
www.cocoabeachairshow.com

21

Gatwick Aviation Fair
K2 Centre, Crawley
www.threshold.aero

27

Vintage Aircraft Club Spring Fly-in
Turweston Aerodrome,
Buckinghamshire
www.vintageaircraftclub.org.uk

27	British Balloon Museum and Library Vintage Balloon Inflation Day
	Pidley, Huntingdon
	www.bbml.org.uk
27-28	Vidalia Onion Festival (includes air display)
	Vidalia, Georgia
	www.vidaliaonionfestival.com
May	
3-5	Vero Beach Airshow
	Vero Beach Regional Airport, Florida
	www.veroairshow.com
4	Boscombe Down Aviation Collection Aerojumble
	Boscombe Down Aviation Collection, Old Sarum
	www.boscombedownaviationcollection.co.uk
4-5	Microlight Trade Show and Classic Car Show
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5	VE Day Flying Day
	IWM Duxford, Cambridgeshire
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10	Lancaster Night Photoshoot
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	www.timelineevents.org
11-12	Cherry Point Air Show
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12	Shuttleworth Best of British Airshow
	Old Warden, Bedfordshire
	www.shuttleworth.org
16-19	Grumman Owners and Pilots Association Europe Fly-in
	Oban and the Isles Airport, Argyll and Bute
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17-18	Private Flyer Fest South
	Wycombe Air Park, Buckinghamshire
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18	Abingdon Air and Country Show
	Dalton Barracks, Oxfordshire
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18-19	Vintage Aircraft Club Fly-in
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18-19	Le Temps des Helices
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23-26	KADEX International Exhibition of Arms and Technologies
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25-26	Bethpage Air Show
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	Old Warden, Bedfordshire
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1-2	Sola Airshow
	Stavanger Sola Airport, Norway
	www.solaaairshow.no
5	D-Day 80 'Easy Company' Embarkation Camp
	Uppottery Airfield, Devon
	www.dday-80.co.uk
5-9	ILA Berlin
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	www.ila-berlin.de

8-9	Spirit of St Louis Air Show & STEM Expo
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	www.spirit-airshow.com
9	Danish Air Show
	Aalborg, Denmark
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9	Festival Aereo de Motril
	Motril, Spain
	www.motrilairshow.com
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13-15	AeroExpo UK
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	www.aeroexpo.co.uk
14-16	Greenwood Lake Air Show
	Greenwood Lake, New Jersey
	www.greenwoodlakeairshow.com
15	Grasshopper Gathering
	Bodmin Airfield, Cornwall
	www.bodminairfield.com
15-16	Baltic International Airshow
	Liepaja International Airport, Latvia
	www.balticairshow.com

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Marinefliegergeschwader 5 has confirmed that one of its Dornier Do 228s will attend the 30th RAF Northolt night photoshoot on March 7 Steve Lynes

Keeping XX900 Alive

Philip Stevens details the ongoing preservation of Blackburn Buccaneer S.2B XX900, a fitting tribute to the aircraft and the pilots that flew it

“I learned my trade on this aircraft,” states Lee Parker, XX900’s aircraft crew chief from 1994 to 2004 and again from 2016. “I knew very little before we collected it from St Athan [in south Wales]”, where it was saved from the scrapman by David Walton, who acquired it for his expanding British Aviation Heritage – Cold War Jets Collection based at Bruntingthorpe Aerodrome in Leicestershire. “We took it apart, wings and tail, retracted the undercarriage and bought it back.”

The biggest challenge then was re-attaching the wings, accomplished by aligning the wing fork so that the pin could be inserted through the two inner and one outer wing holes. Lee learned how the jet worked



► Lee Parker investigating an oil leak from the tail plane flap actuator. Lee’s association with XX900 dates back to 1994 All images Philip Stevens

over the following months by consulting the manual. The strike aircraft arrived with its tail removed, with 30 wires separated from the fin and the flap actuator. Lee’s father, Denis Parker, a retired BT engineer, spent five weeks connecting them correctly.

The Buccaneer remained part of the Cold War Jets Collection at Bruntingthorpe for 26 years, regularly performing fast taxi runs to an enthusiastic paying public, before the airfield was leased out for open car storage. It meant either the days of XX900 starting-up and taxiing along a runway were over, or a new airfield had to be found for the aircraft. Lee received David Walton’s permission to move the Buccaneer to Tatenhill, where he is the chief engineer, to keep the jet ‘live’.

A new home

On November 6, 2020, XX900 departed Bruntingthorpe on a low loader, heading for its new home at Tatenhill airfield in Staffordshire, some 60 miles away. The move, which cost £14,500, was funded by donations.

It took the preservation team six to eight months to plan the move, with the decision being taken to relocate the former RAF jet with its wings folded. To get it on the low loader the electrically selected and hydraulically operated undercarriage had to be



retracted for the first time in 20 years so it came as no surprise when it did not work the first time. “We first checked the electrical systems,” recalls Denis, “[and] the power to the solenoids appeared to be working, so it must be the hydraulics. We worked our way through it to find a faulty selector valve. The valve was in stock, fitted and the undercarriage retracted.” While on the low loader the Buccaneer was 6in within the maximum height allowed, but 12in too wide for UK roads, triggering the need for an expensive police escort.

Service career

Buccaneer XX900 was the fifth from last of its kind on the Hawker Siddeley Aviation production line at Brough in East Yorkshire. It flew for the first time on October 22, 1976, and was delivered to RAF Honington, Suffolk, for 208 Squadron a month later. The unit had reformed on July 1, 1974, as the RAF's fourth Buccaneer squadron. It was transferred to 216 Squadron and then 12 Squadron at RAF Lossiemouth in Morayshire, Scotland, before going back to 208 Squadron by 1983.

At this point XX900 took part in Operation Western Fox, firing live Martel sea-skimming anti-ship missiles against target ships off the coast of Florida. Later in 1983, she was one of six aircraft to trial the AN/ALE-40 Counter Measure Dispenser System, which released chaff or flares to protect the aircraft from missiles. The



system was fitted in a hurry for Operation Pulsator, during which Buccaneers supported elements of the British Army in Beirut. The AN/ALE-40 dispensers remain attached to each side of XX900's rear fuselage.

In 1986 the avionics were updated at BAE Woodford, Cheshire, allowing it to carry and operate the BAE Sea Eagle anti-ship missile. It was back with 208 Squadron at RAF Lossiemouth by 1987 and later served with 237 Operational Conversion Unit and finally 12 (Bomber)

▲ The Buccaneer at Bruntingthorpe in November 2015, by when the paint scheme had suffered from being exposed to the British weather for over two decades



► Buccaneer S.2B XX900 resplendent following the reapplication of the temporary desert scheme it originally wore during Red Flag '77-04



▲ Dave Frost, Tony and Lynn Simpson sand down and degrease the undersides of the wings and fuselage to prepare XX900 for painting

Squadron, by when it had the original (small) wingtips of the S.1. Its last flight was on April 6, 1994, when the aircraft landed at RAF St Athan to await disposal.

Leak to leak

The ongoing preservation of XX900 has only been made possible thanks to the dedicated hard work of a small team. It includes Lee's brother Simon and son

Ben, as well as his father, Denis, plus Chris Kennedy, a health and safety officer and volunteer, who learned how to rebuild the air starters as one of his first tasks.

Dave Frost, another key member of the team and an engineer in the RAF for 26 years, worked on Buccaneers for seven years at RAF Laarbruch in West Germany and RAF Lossiemouth. He says: "I actually worked on XX900 – I remember it well, along with XX901. They were the last two Buccaneers manufactured – these two then did not leak!"

Today, even while just sitting on the tarmac, XX900 will develop a new oil leak without any apparent reason, whether it be from the tail plane flap actuator or the main wheel hydraulics. Another former Buccaneer engineer joked: "I recall we were more worried when they weren't leaking. Usually meant they were empty!"

Walking around XX900, Dave points to the tyres: "In service these tyres would perhaps last just a couple of months, due to the spirited landings. They always hit 4g on the g meters on landing. This was because the Buccaneer was designed for low flying with 'ground effects', so you had to force the aircraft down for the landing."

Dave recalled that when XX900 was acquired it did not have a radio or radar installed, as they were retained for other jets and replaced with ballast for its final flight. The weapons systems and radar altimeter dial were also missing. While the other dials are still in place in the front, controls in the rear seat are a little sparse.

The plan

After completing the move the focus of the team was, firstly, to keep the nearly 50-year-old former RAF jet in ground running order and, secondly, to repaint it completely. Since its retirement from service in 1994 the paint scheme has suffered during nearly 20 years of being exposed to the elements. Since the move there

► Steve Maltby discovered eight layers of paint on the Buccaneer while sanding down the airframe to its original primer. Here the fox head of 12 Squadron emerges from under 237 Operational Conversion Unit's crossed swords



► Steve Maltby, formally with Air Livery, spray painting the lime green primer to the upper wing surfaces, with Lee Parker assisting on the air line. After the primer was applied to the whole aircraft, filler was used to cover any dints on the airframe





have been many offers of assistance. Steve Maltby, an aircraft owner at Tatenhill and formally with Air Livery, offered to do the repainting, either by spray or rollers. But even before painting could start, the aircraft required a lot of sanding down, degreasing and filler preparation.

A long list of equipment, including a towbar, an air connector, jack and services trolley, Hants & Sussex STAD air starter, ground power unit, hydraulic servicing rig and aircraft tug, were all sourced or refurbished in the six months following the move, bringing a much-needed 'anti-det' (anti-deterioration) engine run closer. Describing the plans for engine running at the time, Lee Parker stated: "It has 1,000lb of fuel in her now, we intend to engine run every six weeks. The RAF ran them every 14 days. We must stretch it to every six weeks due to the cost. When it was left for nine months it still started up straight away," he added with a smile.

To keep the vintage jet in running order, to secure XX900's long-term survival and operation, on-going funding is required, which has thankfully continued

through donations. While 'anti-det' engine runs continued on a more or less regular basis, keeping the jet in working order by running all hydraulics and operating flying control surfaces, the team also identified faults and parts that needed servicing and repair.

Back to the desert!

A major announcement was made in April 2022 following the arrival of the primer paint, sponsored by local pilots, and the topcoats, generously funded by David Walton. The decision on which paint scheme to apply had been made 18 months earlier, but was kept under wraps until then. The team wanted an authentic paint scheme that XX900 had worn in service, but one unlike any other surviving Buccaneer. This was a tall order considering there are 24 Buccaneer survivors in the UK, although only five or six are capable of fast taxi runs.

To some surprise, it had been decided by the team and David Walton to repaint XX900 in the temporary,

▲ The Buccaneer with the two-tone sand camouflage painted on the upper wing surfaces, with the lime green primer and filler already applied to the rest of the airframe

▼ Fully painted in the Red Flag sand camouflage, complete with national markings and stencils, the engines of Buccaneer XX900 are about to be started during one of the 'anti-det' runs undertaken every six weeks



“It was wife Lynn that spotted XX900 when driving past Tatenhill; she took me here last week as a surprise, it was a tearful moment. I always loved Buccaneers; I did 16 years on the Tornado, but the ‘Bucc’ was my favourite”

▼ The temporary sand camouflage did not extend to the rear of the aircraft, as it was thought the engine’s heat exhaust would bake on the paint, making it much harder to remove after returning from Nevada

‘nearly all-over’ desert camouflage scheme it received for its participation in a 1977 Red Flag exercise held at Nellis AFB, Nevada. Just four of 208 Squadron’s ten Buccaneers were repainted in the camouflage, and only for the exercise.

Over the following months, many hours of arm-aching sanding and degreasing of years of accumulated hydraulic and engine oil, and removal of general clag stuck to the jet’s surfaces was required to prepare the aircraft for the lime green primer. By then, the team had been now bolstered by new volunteers Tony and Lynn Simpson.

After joining the RAF in 1978, Tony ‘Biggles’ Simpson worked as a flight line armourer on Buccaneers with 216 Squadron at RAF Honington. “XX900 was the first aircraft I ever touched,” says Tony, who was among the ground crews amalgamated with 12(B) Squadron when 216 Squadron disbanded in August 1980, moving up to RAF Lossiemouth with XX900. Years later he came across XX900 at Bruntingthorpe and remembered her instantly. He had a model of XX900 that his then wife-to-be had accidentally broken the inflight refuelling probe on. “It was wife Lynn that spotted XX900 when driving past Tatenhill; she took me here last week as a surprise, it was a tearful moment. I always loved Buccaneers; I did 16 years on the Tornado, but the ‘Bucc’ was my favourite.”

He asked what was going on and offered his help, explaining: “I told them of my past history, and they said I was more than welcome.” Grinning he says: “I am now the armourer for XX900... if they need to remove the seats, I still have some of the manuals. This is the second time we have been down with Lynn; today we are sanding down and cleaning the aircraft ready for the undercoat.”

On a May bank holiday in 2022 a concerted attempt by a working party prepped the port wing underside, port fin and spine, port tailplane and starboard main

gear door. With the upper surfaces already prepped, it was ready to receive the primer. A week later the port engine was dry cycled to build hydraulic power to close the air brakes, so they could be sanded down. David Walton supplied 1,000 litres of aviation fuel – apparently drained from the tanks of one of the RAF’s former Lockheed TriStars flown into Bruntingthorpe several years earlier – which was pumped into tanks three and four.

With the primer fully applied to the whole aircraft and filler used to mask dints on the airframe, it was time to tape up the aircraft ready to apply the sand camouflage. In addition to the repainting, maintenance tasks including the refurbishment of the front ejection seat and servicing of the main aircraft jacks and ‘anti-det’ runs, also continued to the end of 2022. Seemingly what a Martin-Baker seat can do in seconds took about two hours under the guidance of Tony Simpson.

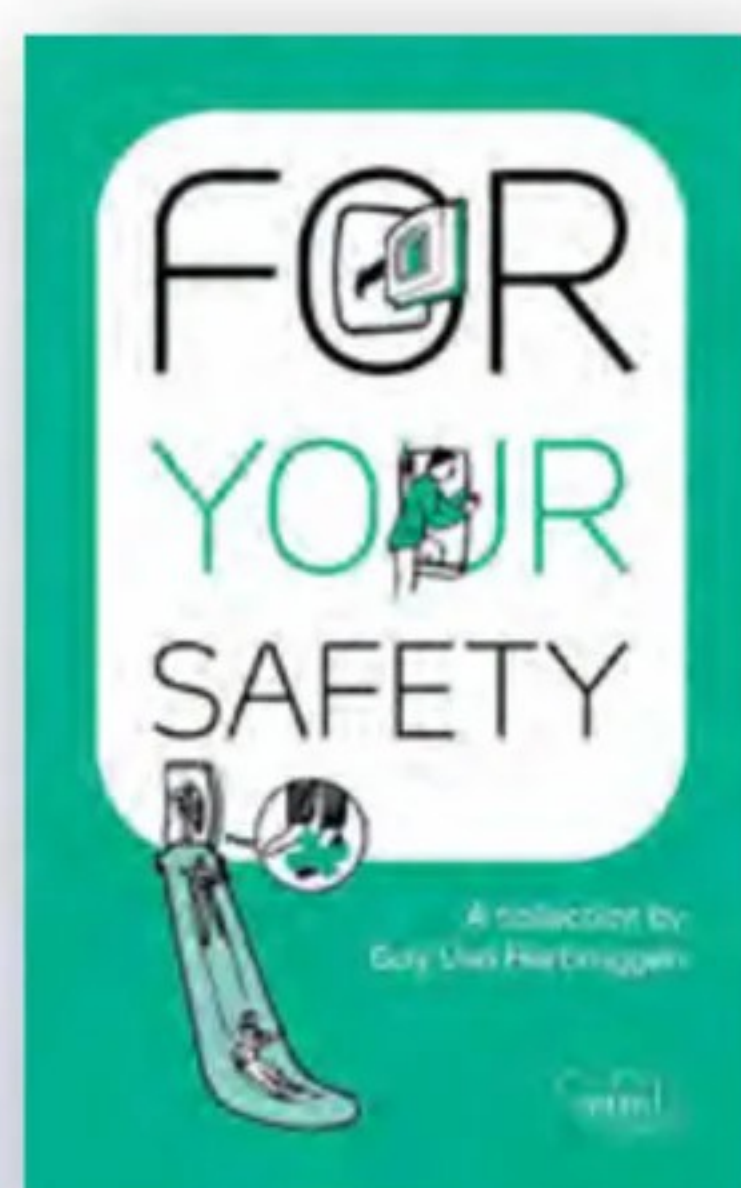
A fitting tribute

At first sight, the new colour scheme looks bizarre and unauthentic. Its only when people find out that XX900 was actually painted in the scheme for the 1977 Red Flag that they begin to appreciate what a tribute it is to the pilots, who flew it at 633mph just 20ft above ground level to evade aggressor aircraft flying combat air patrols above and missile sites below, while undertaking precision attacks on Nevada’s test range airfields. Ironically, it was determined that the desert camouflage scheme did not actually give them an advantage during the exercise; it was the aircraft’s ability to fly extremely low that made it untouchable. The ongoing preservation of XX900 by Lee Parker’s team is a fine testament not only to the Buccaneer – perhaps the best jet at low level ever produced the UK – but also the brave, highly skilled pilots that regularly flew the aircraft.

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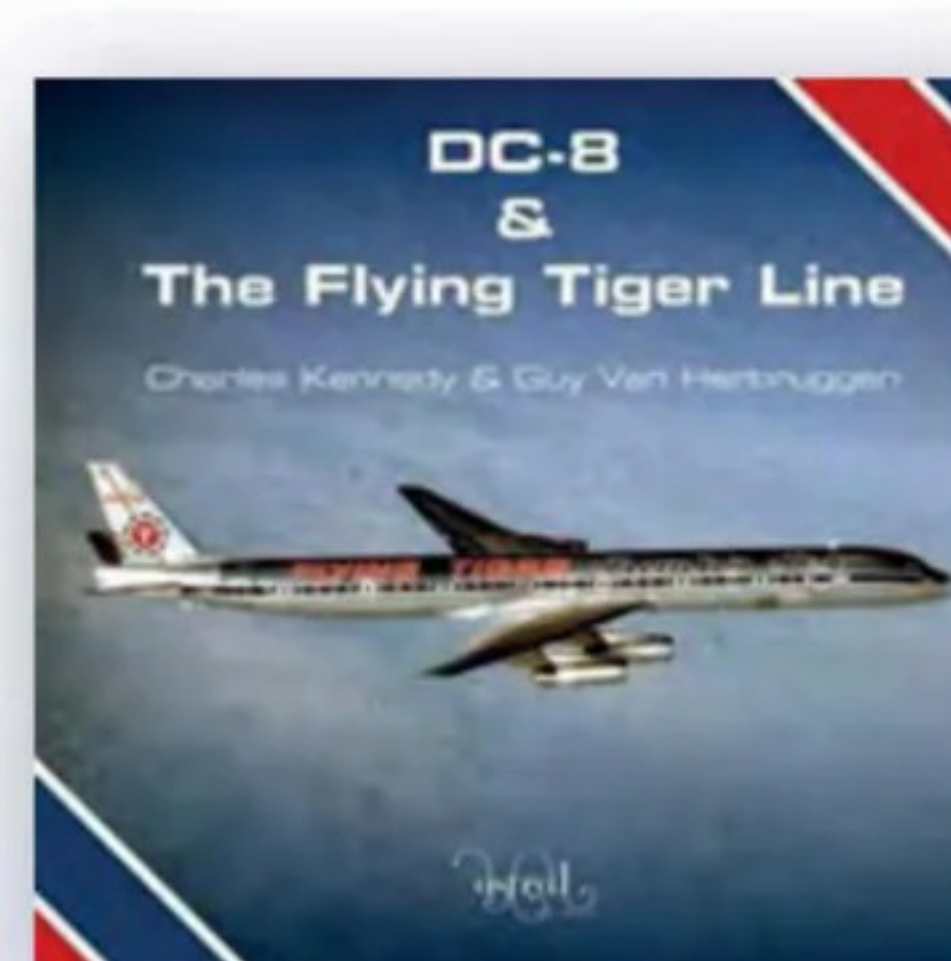
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Heather Ross, Boeing's 777/777X deputy chief pilot, puts the 777-9 prototype, N779XW (c/n 64240), through its paces at the Dubai Airshow. The type chalked up orders for an additional 90 examples from Emirates, taking its tally to 205 jets
Clement Alloing/Vimages

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Hornets into the night

When Swiss F/A-18s were spotted buzzing around North Yorkshire, **Chris Croot** was sent to their nest to investigate for *Aviation News*

▲ A Swiss F/A-18 Hornet in one of RAF Leeming's hardened aircraft shelters, which allow maintenance and aircraft handovers to be conducted away from the elements. All images Chris Croot

The Swiss Air Force once again deployed to RAF Leeming in North Yorkshire between November 21-December 14, 2023, for the annual Yorknite night-flying exercise. This is a vital exercise for the Swiss F/A-18 community, accounting for roughly half of its annual night and low-level training.

RAF Leeming offers ideal training conditions for the exercise as the surrounding region is sparsely populated and there is ready access to low-flying

areas in the Lake District, Scotland, Wales and over the North Sea. It isn't just horizontal training space the Swiss lack at home, they are often limited by height restrictions due to the country's mountainous topography. Here in the UK, crews can operate down to 5,000ft compared to a 13,000ft limit at home. Like any aircraft, the Hornet's performance differs depending on altitude – in the UK, pilots can really test its low-level handling and ability.

The four week deployment gave Swiss crews the opportunity to conduct a range of sorties across the UK. Owing to restrictions in Switzerland such as limited training areas, noise abatement and high levels of civilian air traffic it can prove difficult for Swiss pilots to complete their necessary annual training requirements.





While not state-of-the-art, the station's hardened aircraft shelter (HAS) complex means the Hornets can be parked and maintained inside and away from any inclement weather. Indeed, during the *Aviation News* visit, the weather proved rather chilly, although perhaps not to those used to living and working in the Swiss Alps!

The Swiss Air Force operates a fleet of 25 F/A-18C and five F/A-18D Hornets from two primary bases, Payerne and Meiringen. Approximately 70 personnel, consisting of 20 pilots and 50 support members, were deployed in each detachment. Crews and engineers were mixed from Payerne's two squadrons Fliegerstaffel 17 'Falcons' and Fliegerstaffel 18 'Panthers' and the Meiringen-based Fliegerstaffel 11. The 10 F/A-18C Hornets were supported by a Helvetic Airways Embraer E190-E2, which was used to shuttle staff to the North Yorkshire airfield.

Exercise specifics

The first two weeks of the deployment focused on junior pilots gaining their night air policing

▲ A Hornet returns in the fading winter light. Safe night operations are crucial to any air arm and must be routinely practised

▼ Taxiing for a simulated departure. Unfortunately due to winds outside of safe ejection limits, this wave of flying was cancelled





▲ Up close and personal with Fliegerstaffel 11's Tiger Hornet

“The four week deployment gave Swiss crews the opportunity to conduct a range of sorties across the UK”

► Under orange HAS lighting, an F/A-18 pilot conducts a pre-departure check of the aircraft's flight controls. Note the extended airbrake and refuelling probe

qualification with some limited night-time air-to-air profiles. These sorties typically involved simulated intercepts of unresponsive aircraft, be they commercial air traffic or foreign military aircraft flying through international airspace without a filed flight plan.

The second half of the exercise saw more experienced pilots being awarded NVG qualifications, performing tactical night-flying and undertaking air defence sorties. Pilots were also able to conduct aerial refuelling missions with RAF Voyager tankers, a capability that Switzerland does not currently possess. Low-level sorties and electronic warfare (EW) training was conducted at RAF Spadeadam.

Switzerland's policy of neutrality prevents involvement in overseas conflicts, thus limits Swiss Hornets primarily to an air policing/quick reaction alert (QRA) role. A limited air-to-ground capability is maintained using the internal 20mm M61A1 Gatling cannon – pilots famously employ the gun and live

ammunition during the annual Axalp exercise in the Swiss Alps. For QRA intercepts, pilots will attempt to establish communication with unresponsive aircraft, usually on the frequency 125.5mhz. This frequency is often noted on the underwing or centreline fuel tanks carried by the F/A-18s.

Flying in the UK's ranges allows Swiss pilots to practice beyond-visual-range (BVR) engagements, the realm in which any future air-to-air combat is likely to be decided. For these, the Swiss F/A-18s carry the AIM-120 C-7 advanced medium range air-to-air missile (AMRAAM), the latest iteration of the weapon. Switzerland's restrictive airspace prevents crews from training for BVR engagements, significantly increasing the value of Yorknite. The training exercises ranged in complexity from 2v2 and asymmetric 2v3 through to 4v4 Hornet packages. When exercising with the RAF or USAF, these formations can vary.

Of course, aerial combat might occur past 'the merge' and into the visual realm, which is where an aircraft's agility and its pilot's skill are put to the test. Swiss Hornets have no angle of attack (AoA) restrictions, making them highly manoeuvrable and giving pilots engagement opportunities typically out of reach of other jets. Combine this with the infrared AIM-9X Sidewinder, capable of off-boresight targeting, and the joint helmet-mounted cueing system (JHMCS) and theoretically aircraft can be engaged wherever the pilot is looking.

A typical day for the detachment consists of three sorties starting in the afternoon, with waves two and three taking place in the evening, allowing Swiss pilots to conduct those all-important night-flying operations. According to the commander of the Swiss Air Force Detachment, night operations are, in principle, the same as those conducted in the day. However, the darkness does naturally pose visibility challenges, which are overcome by the use of technical aids such as night-vision devices and





◀ Fourth-generation aircraft can be deployed overseas with relatively small amounts of equipment, but the F-35 has a more complex footprint

adjustments to certain operational procedures.

Though not a NATO member, the Swiss Air Force routinely trains and flies alongside NATO members. While deployed to RAF Leeming, crews had the opportunity to conduct dissimilar air combat training (DACT) with RAF and USAF frontline fighters, including Lockheed Martin F-35Bs and F-35As, the type selected to replace the Hornet in Swiss service. “It has been good to fly alongside the F-35s for sure,” said one of the pilots. “It’s a glimpse into the future and it makes me very excited.”

Operating away from a home base will always present challenges to any air arm and Yorknite is no exception. One key operational restraint was the logistical challenge of transporting spare parts and aircraft servicing equipment from Switzerland to the UK, with road vehicles bringing the bulk of the support materiel. Weather is another consideration – it must be suitable for flying not only at RAF Leeming

but also at locations selected as divert airfields. As the main training area was over the North Sea, a maximum of Sea-state Five was allowed, to ensure survivability should a pilot be forced to eject.

Although the range and availability of airspace is one of the key attractions of RAF Leeming, it also presents its own challenges. All Swiss pilots are proficient in the English language and must pass tests during their training to ensure their understanding of certain air traffic procedures.

In February 2022, the Hornet fleet completed the first phase of its life extension programme (SLEP), aimed at keeping the aircraft in service until 2030, by which time suitable numbers of F-35s should have been delivered. The SLEP performs upgrades to navigation, identification and communication systems, as well as integrating night-vision goggles with the JHMCS. So although the F/A-18C may now be a ‘legacy’ platform, it remains potent and credible. **AN**

▼ A Fliegerstaffel 11 Hornet in distinctive tiger artwork. Despite Switzerland not being a NATO member, the Squadron is a full member of NATO’s Tiger Association and routinely participates in Tigermeet events



The Big Twin



Three years removed from a decade and a half flying for Emirates, this Boeing 777-300ER returned to Dubai as a completely different animal. **Dirk Grothe** provides a first look for *Aviation News*

Delivered new to the Dubai-based behemoth in December 2005, the 540th Boeing 777-300ER off the production line, A6-EBI (c/n 32785), spent the first 14 years of its life flying passengers all over the world. However, in its 15th and final year with Emirates, the jet would get a glimpse of its future as COVID-19 prompted the Middle Eastern carrier to reconfigure the airliner as a 'freighter', removing its seats to create additional cargo capacity while the world weathered the logistical storm created by the pandemic.

Having been returned to its lessor, General Electric Capital Aviation Services (GECAS), the twin-aisle jet was stored at Victorville's Southern California Logistics Airport in May 2021. However, with AerCap's acquisition of GECAS that November, its

new owner identified a new role for the aircraft.

AerCap, which had partnered with Israel Aerospace Industries in launching a Boeing 777-300ER freighter conversion programme – nicknamed 'The Big Twin' – in 2019, identified the aircraft – along with four other ex-Emirates jets as ideal feedstock for the Tel Aviv conversion line.

It is anticipated that the installation of an aft cargo door, a new, strengthened cabin floor designed for a 100-ton payload and structural reinforcements around the cargo door will take around four to six months to complete. IAI is no stranger to freighter conversions, having undertaken around 60 projects on 737s, 747s and 767s previously. However, its Tel Aviv/Ben Gurion base will be supplemented by additional facilities at Etihad Engineering's Abu Dhabi headquarters and at Incheon International

▼ This Boeing 777-300ERSF, N778CK (c/n 32789), was the first example to undergo passenger to freighter conversion. AirTeamImages.com/Ido Wachtel



“The Big Twin’s strengthened cabin floor is designed for a 100-ton payload”

◀ The first Boeing 777-300ER to undergo freighter conversion, N778CK (c/n 32789), receives its aft cargo door at IAI’s Tel Aviv/ Ben Gurion facility Israel Aerospace Industries



Airport, South Korea.

The 777-300ERSF compares favourably to other widebody freighters, boasting a 25% larger cargo capacity – equivalent to an additional 18 tons – to the in-production Boeing 777F and 22% lower operating costs per ton compared to the 777-200LR-based jet. It also has a 9-ton advantage over the Boeing 747-400BCF while fuel consumption is 21% lower per ton, and its similar range means it is able to fly the popular Hong Kong to Anchorage freight route.

The first five examples of the 'Big Twin' to be converted are set to be leased to Kalitta Air. Currently, two examples – N778CK (c/n 32789) and

▲ The Big Twin's strengthened cabin floor is designed for a 100-ton payload Dirk grothe

▼ Kalitta Air has signed for seven Boeing 777-300ERSFs on lease from AerCap. The first five of these will be former Emirates aircraft, with N779CK (c/n 32785) making somewhat of a homecoming when it appeared on static display at the 2023 Dubai Airshow Dirk Grothe

N779CK, the former A6-EBI – have been converted and are conducting flight test and certification work following the former's first post-conversion flight on March 23, 2023. The other three are all in the process of being converted.

AerCap currently holds 20 firm orders and a further ten options for the 777-300ERSF, which equate to around a quarter of IAI's order book, which currently comprises 65 firm orders and more than 50 options. Once certified, Kalitta Air will become the launch operator when it receives the first of seven 777-300ERSFs leased from AerCap in early 2024. Emirates SkyCargo and EVA Air Cargo are also due to receive examples in the coming years.

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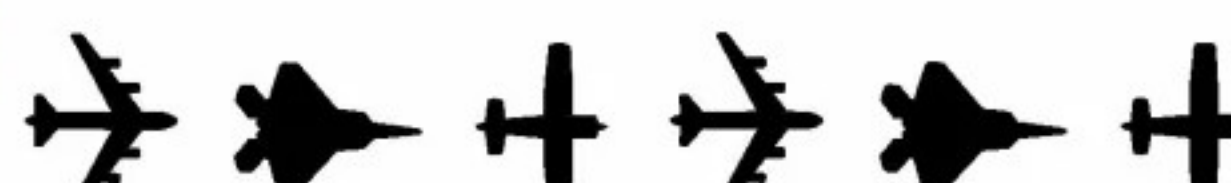
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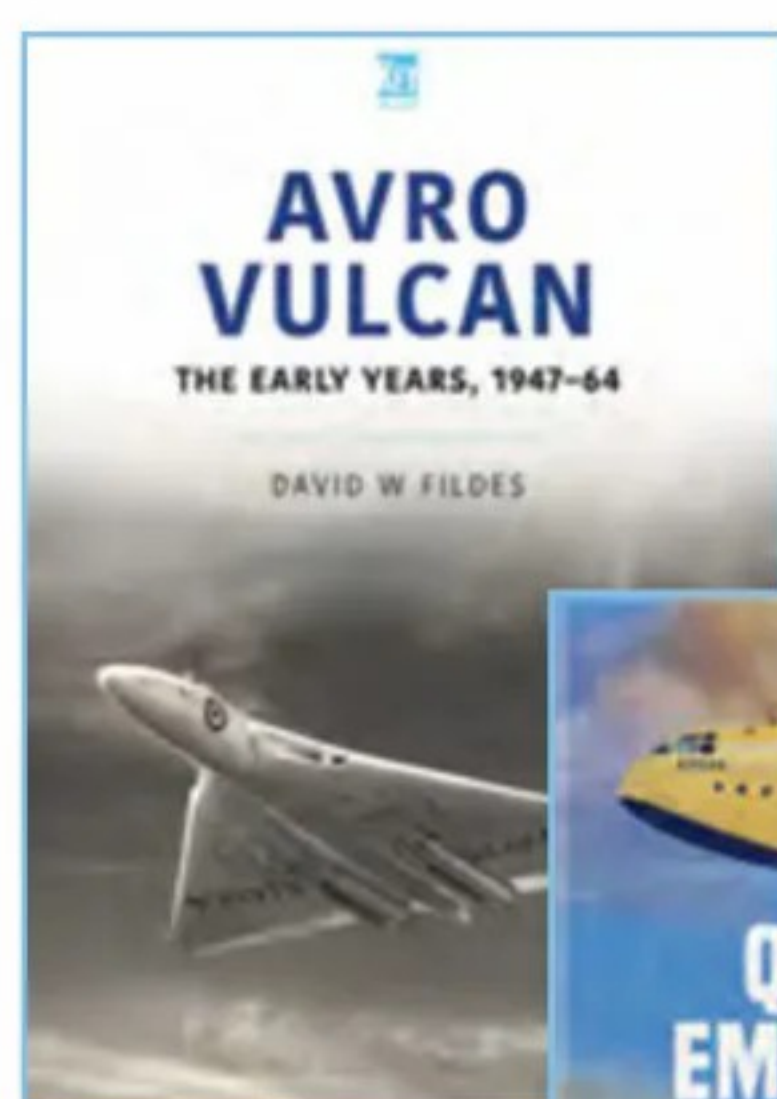
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Tempelhof's 2030 transformation

Since Berlin Tempelhof's closure in 2008, things have gone quiet around what used to be the world's largest terminal building. But something is afoot at the German hub, as **Dirk Grothe** discovers

When Colonel Gail Halvorsen landed at Berlin Tempelhof in 1971 onboard Douglas C-54G Skymaster, 45-0557 (c/n 36010), he and the aircraft were returning to the place that had made him famous 25 years previously. During the Soviet blockade of the city in 1948, Halvorsen was one of hundreds of Berlin Airlift pilots who had ensured the population was furnished with essential supplies.

On his first flights to the Allied part of the divided city of Berlin, Halvorsen saw children waving enthusiastically at the aircraft, so he decided to drop chocolate bars and chewing gum on handkerchief parachutes out of the cockpit window while on approach to Tempelhof. This was the the reason why the aircraft used – including a C-47 Skytrain,

C-54 Skymaster and Handley Page Hastings – were given the nickname 'Candy Bombers' from the Berliners. Halvorsen's C-54 was still in excellent condition in 1971 as the sole aircraft on the iconic airport's vast apron.

The first powered flight at Tempelhofer Feld took place in 1909. Frenchman Armand Zipfel flew there in his Voisin biplane to great public interest, and Orville Wright was a guest at flight demonstrations in September of the same year. During the 1930s, the old Tempelhof Airport was Europe's busiest, ahead of Paris, Amsterdam and London, putting it at the forefront of continental air traffic. The terminal building in its current form was built between 1936 and 1941 and for two years was the largest airport in the world in terms of surface area, measuring

▼ This Douglas C-54G Skymaster, 45-0557 (c/n 36010), has been preserved at the airfield since its return there in 1971. All images Dirk Grothe



► Ilyushin Il-14P, DDR-SAM (c/n 14803045), has been subject to a 15-year restoration, with many former Interflug pilots and mechanics involved in the project

“Popular trade fairs and major music events regularly took place in the listed airport building”



307,000m² and a length of 1.2km, before being superseded by the Pentagon in Arlington.

After the end of the war, the Americans took over Tempelhof Airport in July 1945 and operated it until 1993. On May 18, 1946, a DC-4 operated by American Overseas Airlines was the first civilian airliner to land there on a New York-Frankfurt-Berlin rotation. From 1951, BEA, Air France and Pan Am were the main airlines represented at Tempelhof and, in 1954, Pan Am operated the first intercontinental direct flight to New York, with stop-overs in Prestwick and

Hamburg, using a DC-6 for a flight that lasted more than 17 hours. In 1971, Tempelhof peaked with 5.5 million passengers, before closing in 1975 and its air traffic redirected to Berlin-Tegel.

Tempelhof experienced a renaissance in 1985, when it was reopened for business travel and civil airlines with small aircraft. The American Tempelhof Airways was one of the first airlines to start operating Nord N262s, including N106TA (c/n 34). This example is still fenced off at Tempelhofer Feld today, after it veered off the runway in 1987 and began being used

▼ The Ilyushin Il-14P and Focke Wulf Fw 200 are the first two aircraft to arrive at the former airport in anticipation of the Deutsches Technikmuseum Berlin opening a new exhibition space to house some of the larger aircraft in its collection





▼ The Condor's restoration is more accurately described as a reconstruction, including components such as the control column and co-pilot's seat from the original aircraft

by the airport fire department for training purposes from 1988. The final closure of Tempelhof took place on October 30, 2008, with flight AB1001, flown by Air Berlin Boeing 737-700 D-ABAB (c/n 30277), making a 22-minute hop to Berlin-Tegel.

In May 2010, Tempelhofer Feld, including the runways, taxiways and adjacent green areas, was opened for recreational and leisure use, becoming an oasis for people, animals and plants in the middle of the metropolis. On an area of over 300 hectares, which corresponds to 420 football pitches, Berliners could pursue leisure activities, such as cycling, inline skating and wind skating along the 2,000m former runways 09R/27L and 09L/27R. Popular trade fairs and major music events regularly took place in the listed airport building, and the Deutsches

Technikmuseum Berlin also uses one of the hangars.

In addition to Halvorsen's C-54, there is also an Ilyushin Il-14P, DDR-SAM (c/n 14803045), on display in Hangar 5. Built in Dresden in 1958, it was operated by the National People's Army of the German Democratic Republic between 1965 and 1983. The propliner's restoration started in 2006 and was largely completed in 2021, with many former Interflug pilots and mechanics involved in its refurbishment.

However, the third aircraft on display – a reconstructed Focke Wulf Fw 200 Condor of the German Air Force – has received more attention in recent years. This Condor, F8+BR (c/n 0063), was built in 1940 and flew with the air arm for two years before ditching in Trondheimfjord in Norway in 1942. It was rediscovered in 1981 and recovered

▼ Former Tempelhof Airways Nord 262, N106TA (c/n 34), suffered a runway excursion in 1987, after which it was used for firefighting training. It remains stored at the former downtown hub, where it is being restored



from a depth of 60m in 1999. Unfortunately, the wreck broke apart while still hanging from the salvage crane shortly after it was pulled out of the water. Nevertheless, Airbus began its restoration in Bremen in 2000, using parts from three other Fw 200s. The restoration was completed in 2021 and the Fw 200 was brought to Berlin-Tempelhof.

Of the 275 Condors built, this is the only preserved example, but it is largely a replica built with components from the original airframe. Among other things, the original landing gear legs, parts of the left wing, the propellers, the control column and the co-pilot's seat have been used. Everyone involved in the restoration signed their names on the inner landing flaps, among them pilot Werner Thieme, who had ditched the aircraft in the fjord 80 years previously. He passed away in 2011.

The three historic aircraft preserved in Tempelhof today belong to the Deutsches Technikmuseum Berlin. It is planned that the museum will have a permanent place for these exhibits in the larger Hangar 6 in the future. Then VFW-614 17+01 (c/n G14) and HFB 320 Hansa Jet 16+08 (c/n 1025/S05), which are currently stored at a small airfield in the north-east of Berlin, can also move to Tempelhof

and complete the collection.

The move to Hangar 6 and the reconstruction of the aircraft exhibition are just one of the upcoming Vision 2030+ project at Tempelhof. In the coming years, the former airport is to be transformed into an “experimental site and new city quarter for art, culture, and creative industries: an area full of exciting ideas, with space for working, trying out and experimenting, space for unique events and an address for creative, innovative and gastronomic offerings. The airport building is thus gradually becoming a creative incubator for the city. The associated opening and revitalization will bring it back into the social focus of the city. The eventful history can be experienced in a variety of ways.”

Vision 2030+ includes the relocation of the Allied Museum from Clayallee in Berlin-Zehlendorf to Tempelhof in Hangar 7. In the spirit of the idea of freedom, the new museum is intended to show the historical achievements of the Western powers in the liberation of Germany from National Socialism and for the development of West Berlin and West Germany to a democracy. This will include former Royal Air Force Handley Page Hastings, TG503 (c/n HP67/7).

AN

FURTHER INFO

If you are interested in visiting Tempelhof, guided English-language tours through the historic airport building and a photo tour of the three existing aircraft of the Technikmuseum Berlin are available through Berlin-Tempelhof Airport's highly informative website: www.thf-berlin.de/en



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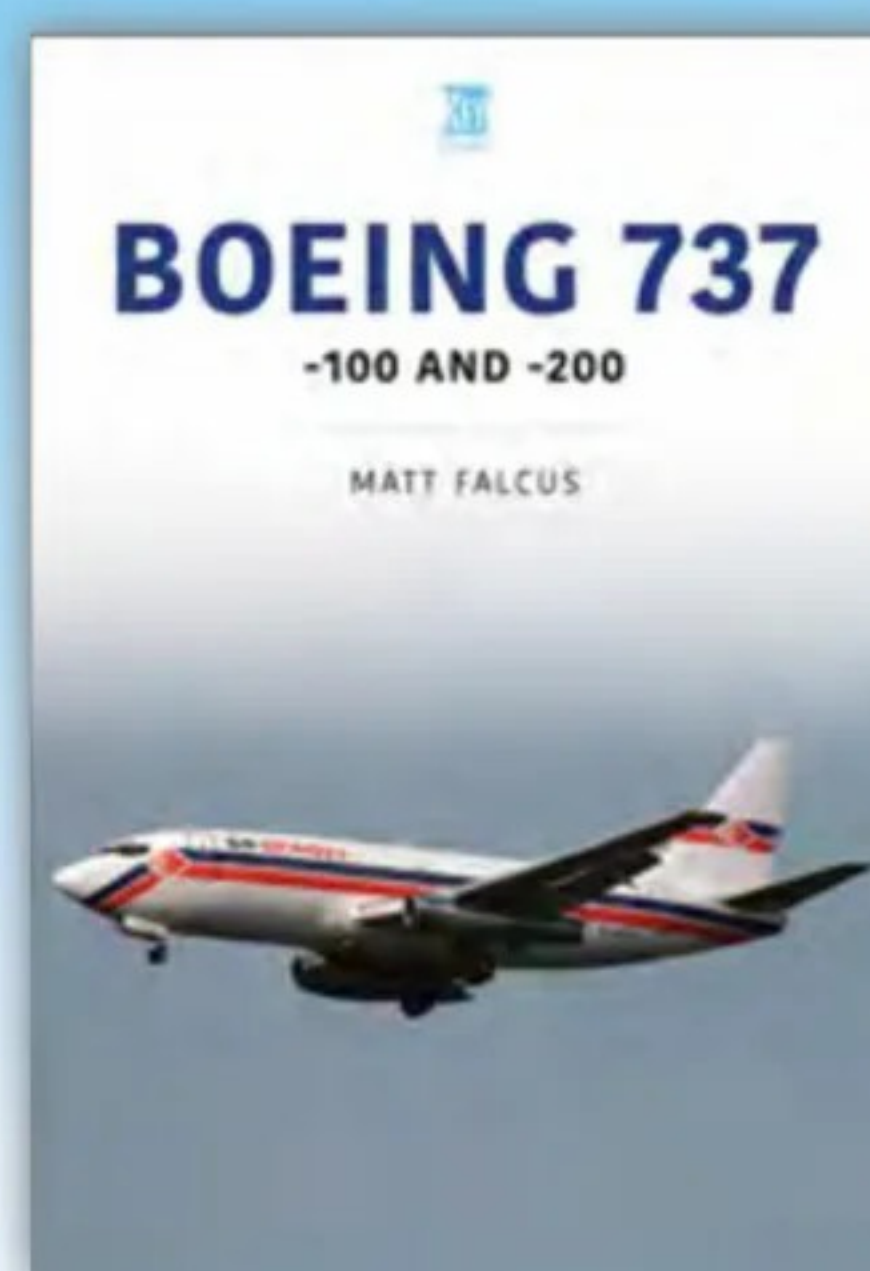
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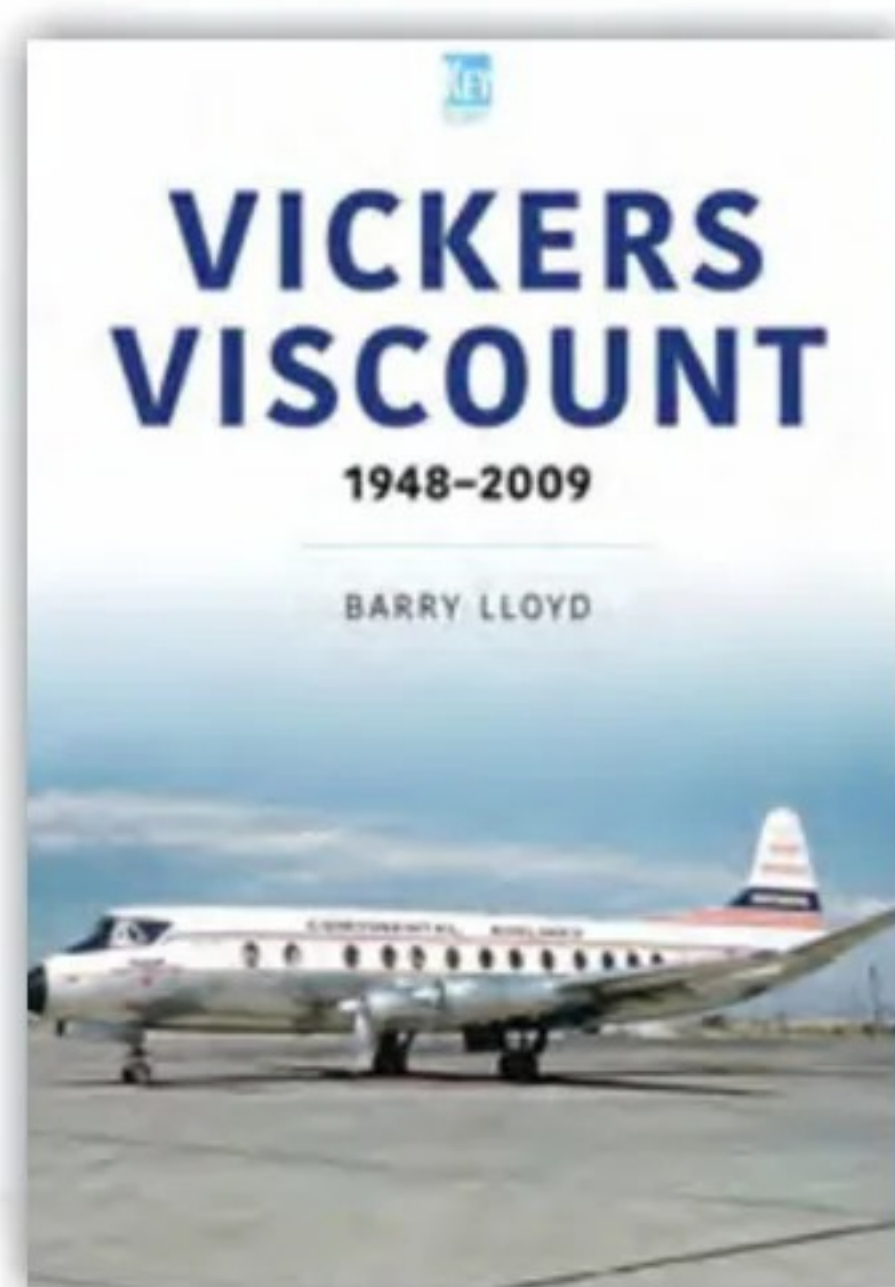
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The Boeing 737 was developed following the success of the 707 and 727, offering airlines an alternative to the larger models – ideal for shorter routes with fewer passengers. It undertook its maiden flight in 1967 and began flying commercially for Lufthansa as the 737-100.

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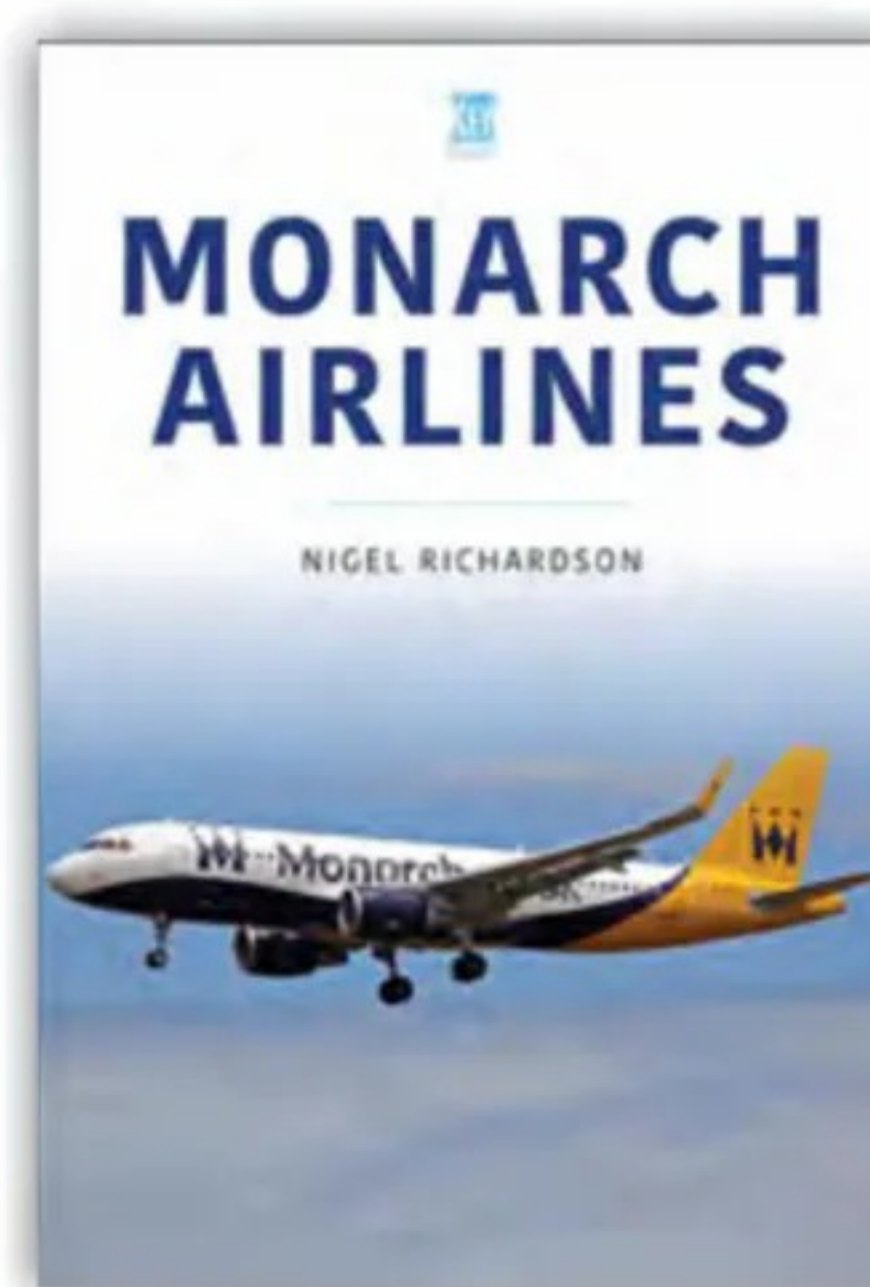
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Beloved by pilots, the groundcrew who maintained the aircraft, and by passengers, the Vickers Viscount proved to be transformative, providing air travel with pressurised cabin space, meaning a quiet journey for travellers with less noise vibration and windows that offered sweeping views.

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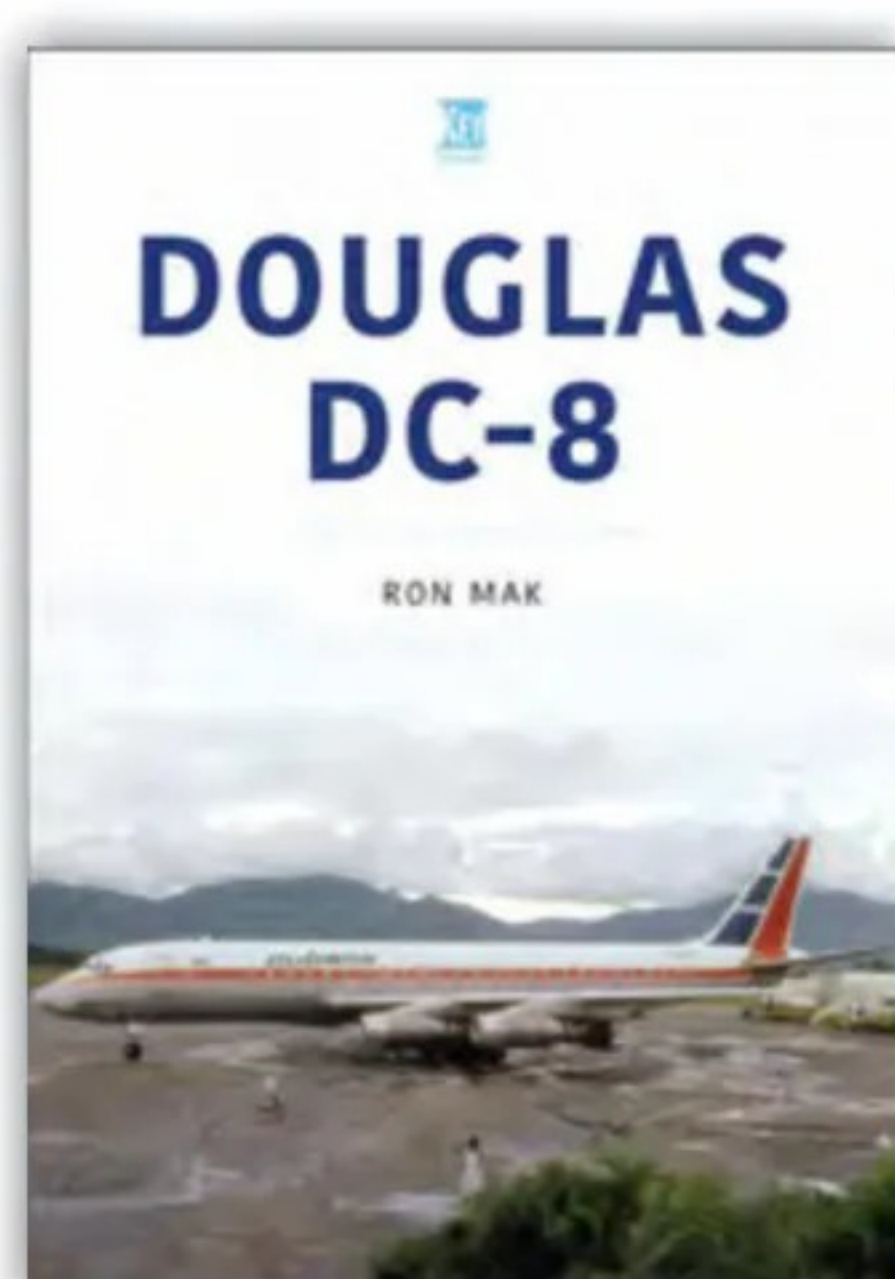
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The Douglas DC-8, which began life in the 1950s as the Douglas Model 1881, became available to airliners about a year after the first Boeing 707s. However, from the outset, Douglas regarded this time lag as an advantage.

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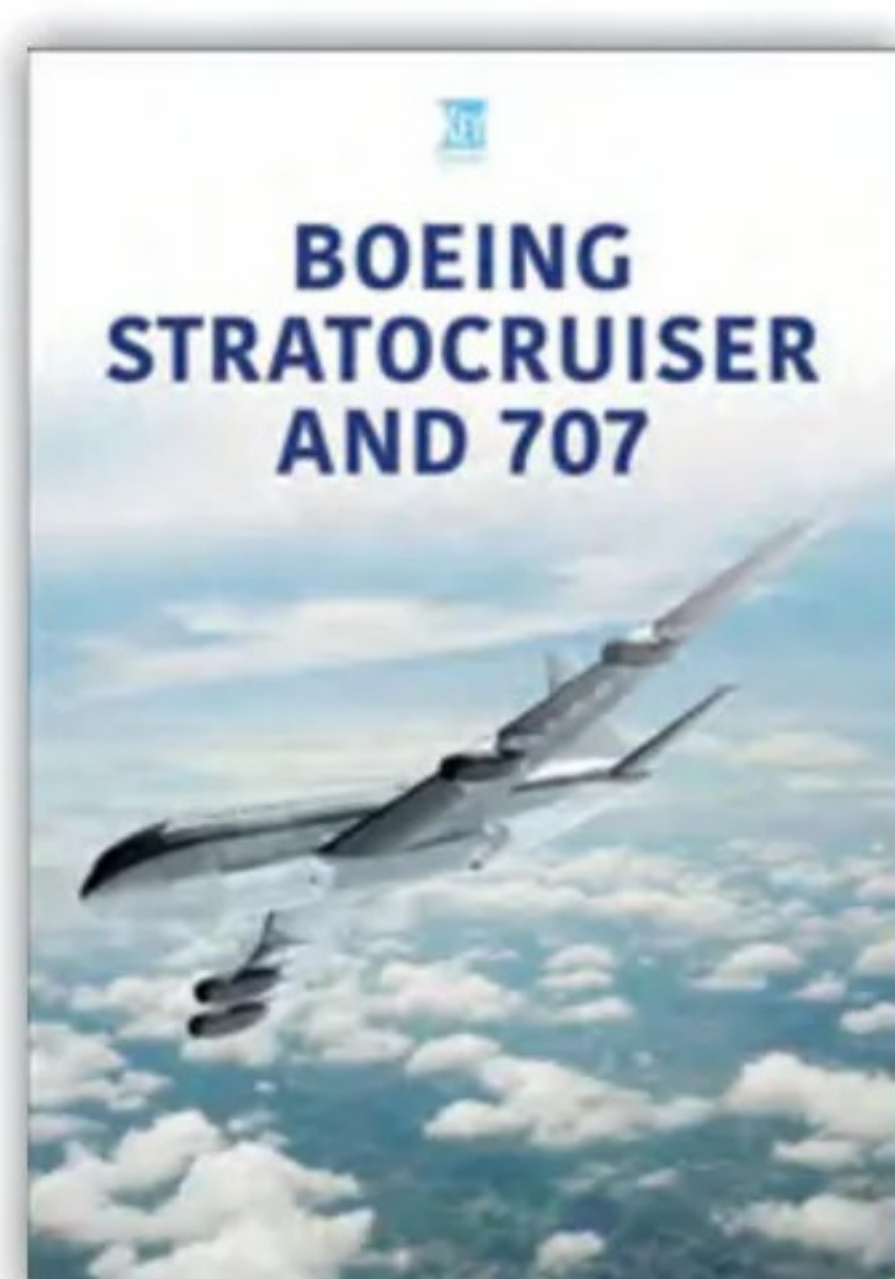
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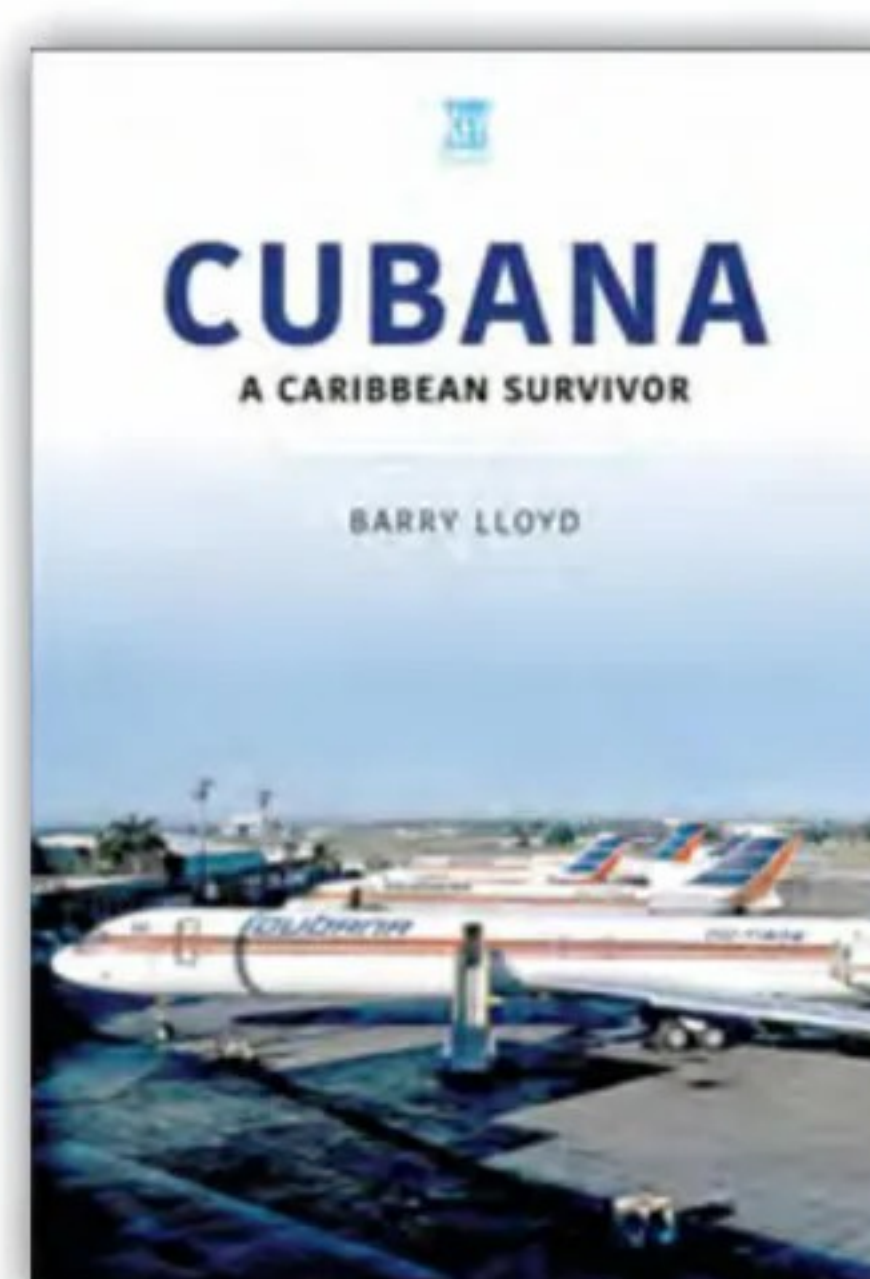
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In 1916, William Boeing officially incorporated his new aircraft business. He successfully sold aircraft to the United States Armed Forces and formed an air transport operation, which used aircraft of his own making. In the lead up to World War Two, Boeing produced some advanced designs, including a pressurized airliner.

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Putting the Budgie on its perch



Reindeer and a sleigh are considered the more traditional means of Christmas present delivery, but a massive, luminous green crane was just as welcome at Speke Heritage Aviation Group's headquarters on the bright but bitterly cold morning of December 13.

The arrival of the heavy machinery marked a major milestone in the group's restoration of Hawker Siddeley HS 748, G-BEJD (c/n 1543) – the UK's sole preserved example of the turboprop type, affectionately nicknamed the 'Budgie' as it was a small, noisy bird.

The propliner had been sat on fuselage cradles since arriving at Speke Airport, now the Crowne Plaza Liverpool John Lennon Airport hotel, on October 11, 2011. Restoration work had been ongoing since the propliner's arrival, but the group's inability to raise the aircraft on to its undercarriage complicated matters.

However, the group was approached by Danny Coughlin of Hereford-based Support Air, a provider of temporary repair site infrastructure and support for AOG aircraft repairs. Coughlin offered to finance the construction of the stands – made by HMS Engineering, also of Hereford – required to display the HS 748 with its undercarriage lowered. Furthermore, Support Air funded the crane hire required to lift the aircraft.

With the aircraft now secured on its stands, work

▲▲ The 61-year-old Budgie takes one last 'flight' as it is lifted to lower its landing gear and for stands to be placed under its fuselage and wings Martin Needham

▼ Job done. The turboprop airliner resting on its stands following a busy day of repositioning Gerry Manning

will continue to improve the aircraft's internal and external appearance. Speke Aviation Heritage Group has confirmed that the Budgie will likely be returning to the colours of its last operator, Emerald Airways, with repainting set for later this year.

Built at Woodford, Cheshire, for Aerolíneas Argentinas, the HS 748 first flew on May 19, 1962 and was delivered to the South American carrier three weeks later. It returned to the UK after a 14-year stint, joining Dan-Air London in December 1976 before being sold to Emerald Airways in August 1992. Following the Liverpool-based airline's collapse in 2006, the aircraft was stored at Blackpool Airport and was offered for preservation at Duxford but later planned to move to the RAF Millom Aviation and Military Museum. This fell through when the Cumbrian attraction entered voluntary liquidation in August 2010. It found a permanent home in Merseyside in October the following year.

AN





A selection of the most interesting aircraft to visit air bases in the UK recently

▲ Four Dyess Air Force Base, Texas-based Rockwell B-1B Lancers, among them 86-0103/DY (c/n 63), were deployed to RAF Fairford in October and November
Ian Older

RAF Brize Norton

- 2/11 130614 CC-130J 436 Sqn, RCAF
- 10/11 ZH828, ZH831 & ZH836 Merlin HM2s RN
- 12/11 20-1949 C-37B 99th AS, 89th AW, USAF n/s
- 20/11 54+36 A400M LTG62, German AF dep 24th, also 27th
- 23/11 125/XO TBM 700A French AF
- 24/11 146/XR TBM 700A French AF
- 27/11 54+10 A400M LTG62, German AF; 13-5778 MC-130J 67th SOS, 352nd SOW, USAF o/s
- 29/11 91-003 Gulfstream IV Turkish AF dep 2/12

RAF Coningsby

- 9/11 G-ANAF/KP220 arrived for winter storage with BoBMF
- 28/11 ZP801 Poseidon MRA1 120/201 Sqns, RAF

RAF Cosford

- 18/11 XZ349/BL Jaguar GR1 dep by road from DSAE to the Ulster Aviation Society
- 28/11 ZH590 EF2000(T) dep from IWM Duxford, to join the DSAE

RNAS Culdrose

- 27/10 ZH802/DD02 Sea Harrier F/A.2 dep by road to St Athan, followed by XZ440/DD40 on 14/11 and ZH797/DD97 on 17/11

RAF Fairford

- 12/10 86-0107/DY B-1B 7th BW, USAF dep 15/11; 86-0119/DY B-1B 7th BW, USAF dep 4/12
- 14/10 86-0103/DY B-1B 7th BW, USAF dep 10/11; 86-0124/DY B-1B 7th BW, USAF dep 10/11

RAF Lakenheath

- 1/11 17-5865 C-130J-30 165th AS, Ky ANG
- 2/11 16-5840/RS C-130J-30 37th AS, 86th AW, USAF
- 6/11 10-0219 C-17A 62nd/446th AW, USAF dep 14th
- 14/11 C-GFTO/038 Alpha Jet Top Aces arrived
- 22/11 C-FGZE/495 A-4B Top Aces arrived to replace C-FGZT/542 which dep the same day
- 28/11 90-26266 & 96-26706 UH-60Ls A/2-1 Avn, US Army
- 29/11 C-GJTA/067 Alpha Jet Top Aces arrived
- 30/11 00-3001/LN & 00-3002/LN F-15Es 494th FS, 48th FW, USAF returned from overhaul in US

RAF Leeming

- 3/11 The following arrived for Exercise Atlantic Trident: ZK311, ZK340, ZK341 & ZK358 Typhoon FGR4s 12 Sqn, RAF all dep 7th; 20-5599, 20-5614, 20-5617 & 20-6584 F-35As 493rd FS, 48th FW, USAF all dep 6th; 351/30-FR Rafale B French AF; 130/31-GI, 132/30-GK & 136/4-GO Rafale Cs French AF all dep 6th
- 6/11 146/XR TBM 700A French AF; 39 & 44 Rafale Ms French Navy both n/s; 84-0085 C-21A 76th AS, 86th AW, USAF
- 15/11 T-752 Challenger 604 LTDB, Swiss AF
- 17/11 T-784 Citation 560XL LTDB, Swiss AF also 21st & 28th
- 20/11 HB-AZD E190E2 Helvetic Airways; the following arrived for Exercise Yorknite 23 and were still present at the end of November: J-5002, J-5003, J-5005, J-5010, J-5011, J-5014 & J-5021 F/A-18Cs Swiss AF; J-5232, J-5234 & J-5238 F/A-18Ds Swiss AF
- 29/11 77/XD TBM 700 French AF

RAF Lossiemouth

- 1/11 A41-213 C-17A 36 Sqn, RAAF dep 3rd, also 5th-8th
- 2/11 140118 CP-140 14 Wing, RCAF dep, arrived 22/10

3/11 54+03 A400M LTG62, German AF; 60+04 P-3C MFG3, German Navy dep, arrived 23/10

4/11 140111 CP-140 14 Wing, RCAF dep, arrived 10/10; 177706 CC-177 429 Sqn, RCAF

8/11 54+21 A400M LTG62, German AF

9/11 16 Atlantique NG 23F, French Navy, dep 16th

11/11 0075/F-RBAT A400M ET61, French AF

13/11 A41-211 C-17A 36 Sqn, RAAF n/s

15/11 103/YT Xingu French Navy

RAF Marham

14/11 ZM709 AH-64E 663 Sqn, AAC

29/11 102005 Tp102D Swedish AF

RAF Mildenhall

3/11 83-1285 C-5M 436th/512nd AW, USAF n/s; 87-0043 C-5M 337th AS, AFRC; 91-9143 C-130H 357th AS, AFRC

7/11 84-0087 C-21A 76th AS, 86th AW, USAF; 20-46075 KC-46A 22nd ARW, USAF n/s also 18th n/s

8/11 96-7324 C-130H 186th AS, Mt ANG n/s

9/11 63-7891 KC-135R 108th ARS, IL ANG n/s

12/11 19-46064 KC-46A 305th/514th AMW, USAF

14/11 11-46058 KC-46A 77th ARS, AFRC dep 17th; 64-14834 KC-135R 434th ARW, AFRC dep 17th; 165160/CW C-130T VR-54, USN dep 15th

15/11 87-0043 C-5M 337th AS, AFRC delivering AH-64Es ZM737 & ZM737 which dep by road to Wattisham on 20th; 06-6166 C-17A 436th/512nd AW, USAF n/s; 90528 C-26D AOD Naples; 95-0123 UC-35A E/1-214th Avn, US Army; 166512/QH KC-130J VMGR-234, USMC

16/11 03-3122 C-17A 437th/315th AW, USAF

17/11 164598/JW C-130T VR-62, USN dep 19th

18/11 09-0024 C-5M 436th/512nd AW, USAF

19/11 62-3561/ZZ KC-135R 92nd ARW, USAF dep at end of TDY, arrived 23/10

22/11 06-6154 C-17A 60th/349th AMW, USAF; 61-0323 KC-135R 92nd ARW, USAF dep at end of TDY, arrived 23/10

27/11 10-0214 C-17A 437th/315th AW, USAF n/s; 59-1476 KC-135R 92nd ARW, USAF dep 29th

29/11 84-0126 C-21A 76th AS, 86th AW, USAF; 58-0092, 63-7997 (serial not worn) & 63-8034 (serial not worn) KC-135Rs 92nd ARW, USAF all n/s

30/11 15-46068 KC-46A 77th ARS, AFRC n/s; 295 KC-707 120 Sqn, Israeli Defense Force

RAF Northolt

2/11 14+02 Global 5000 FBS, German AF n/s; ZZ521 Wildcat AH1 661 Sqn, AAV

6/11 285 C-295MPA 101 Sqn, Irish Air Corps

13/11 T-752 Challenger 604 & T-785 Falcon 900EX LTDB, Swiss AF

16/11 ZZ532 Wildcat HMA2 815 NAS, RN also 17th

20/11 185 Falcon 10MER 57S, French Navy; MM62210 Falcon 900EX 31 Stormo, Italian AF; MM62211 Avanti Italian AF

23/11 80/ABY TBM 700 EAAY, French Army

26/11 90-26266 & 96-26706 UH-60Ls A/2-1 Avn, US Army

28/11 273 falcon 7X 352 Mira, Hellenic AF

29/11 ZJ125/J Merlin HC4 845 NAS

RAF Shawbury

10/10 ZJ189 & ZJ213 Apache AH1s 4 Regt, AAC

12/10 ZZ514 & ZZ516 Wildcat HMA2s 825 NAS, RN; ZZ405 Wildcat AH1 1 Regt, AAC

17/10 ZJ211 Apache AH1 4 Regt, AAC

23/10 XZ320, ZA772 & ZA775 Gazelle AH1s 5 Regt, AAC

1/11 ZM707 AH-64E 7 Regt, AAC

13/11 ZZ514, ZM516 & ZM528 Wildcat HMA2s 825 NAS, RN all n/s

21/11 271 EC135P2+ 302 Sqn, Irish Air Corps dep 23rd

RAF Valley

10/11 269 PC-9M FTS, Irish Air Corps

17/11 263 PC-9M FTS, Irish Air Corps

21/11 ZZ414 Wildcat HMA2 815 NAS, RN

RAF Waddington

1/11 105/XK TBM 700A ET00.043, French AF

6/11 083/ZE Xingu EAT00.319, French AF

7/11 193/64-HA CN235M-300 ET00.062, French AF; 351/39-FR Rafale B French AF dep 10th; 130/30-GI, 136/4-GO, 132/30-GK Rafale Cs French AF all dep 10th

10/11 129 Falcon 10MER 57S, French Navy

17/11 107/YV Xingu EAT00.319, French AF

20/11 68 Xingu 28F Xingu EAT00.319, French Navy; 089/YJ Xingu EAT00.319, French AF

29/11 ZZ388 Wildcat AH1 AAC

AAC Wattisham

20/11 ZM736 & ZM737 AH-64Es arrived by road from Mildenhall

MAR

UK air base movements from MAR: www.militaryaviationreview.com 23 Waggoners Way, Morton, Bourne, Lincolnshire PE10 0XR

▼ This US Army Cessna UC-35A Citation Ultra, 95-0123 (c/n 560-0392), visited RAF Mildenhall on November 15. It returned to Wiesbaden, Germany after a short stay Peter R Foster



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A round-up of notable aircraft visiting UK airports

Aberdeen
1/10 9H-LFX Praetor 600; D-CTRI Learjet 35A
2/10 G-LUXE BAe.146-300 National Environmental Research Council
3/10 86/F-RAFB Falcon 7X ET00.060, French AF
4/10 ES-NSI Saab 2000 NyxAir; M-ONEY Citation 525M2
6/10 N489VR Gulfstream IVSP; OY-LHC ATR 72-212 Danish Air Transport; M-DUBS Falcon 7X
14/10 N542GP Falcon 7X
15/10 G-ULFM Gulfstream G450
17/10 M-SKTO H160; N504AC Gulfstream G550; SE-RLY Hawker 900XP
22/10 SP-TAT Beech 400XP; D-ANXA Legacy 650
24/10 C-FYLD Gulfstream G100; SX-WEB A320-251N Sky Express with PAOK Salonika FC v Aberdeen also 27th
25/10 C-FYLD Gulfstream G100
26/10 N14EF PA-46-350P
27/10 HB-KKM Cirrus SR22T
28/10 F-GLNH Beech 1900D TwinJet
29/10 G-TNEA A321-251NX British Airways f/v
31/10 N180QS Global 7500
1/11 OE-GDF Phenom 300; LX-EAA Learjet 45
2/11 OE-EBF PC-12NGX also 5th
5/11 C-GDPF Global XRS
8/11 SP-KLN Citation 550 Bravo
9/11 G-CMPI E170LR Eastern Airways
12/11 092/YL Xingu EAT00.319, French AF
13/11 9H-VCR Challenger 350 VistaJet; ZS-NXH Be200
14/11 G-POWM A320-232 Titan Airways
16/11 OY-RCK A320-251N Atlantic Airways
19/11 OY-RCJ A320-214 Atlantic Airways; PH-BRA PC-12NG
20/11 D-ARIE Falcon 7X
22/11 D-AIFH Falcon 7X; CS-PHU Phenom 300 NetJets Europe
23/11 VQ-BXG Falcon 8X; OO-KIN Citation 680 Sovereign
24/11 OE-GKW Gulfstream G100; N4698W Commander 112TCA

29/11 OK-TVW 737-86Q Smartwings; I-DELO Gulfstream G550; N722NK Gulfstream IVSP
30/11 OM-MEX 737-8GJ AirExplore; OH-RDS PC-12NGX

Belfast City
2/10 N325FT Gulfstream IVSP; 9H-JVA Gulfstream G450
6/10 2-MSTG Citation 510 Mustang
8/10 D-ANGB Challenger 604
9/10 EI-ICU S92A Irish Coast Guard; HB-JGQ Challenger 300
11/10 OK-BZZ Hawker 400XP
16/10 EC-NBS Citation 680A Latitude
17/10 OK-JRS Citation 680 Sovereign
20/10 PH-ZCZ Beech 200
22/10 N302JG TBM 700C1
23/10 D-AUWE Global Express
24/10 N982RW Gulfstream G600
27/10 S5-BBG Citation 550 II
29/10 D-CELI Citation 550 Bravo
30/10 D-CEMO Hawker 750XP

Belfast International
2/11 PH-CYP PC-12NG
3/11 C-FEMT Learjet 40; N960JL TBM 960 on delivery.
5/11 LX-TWO Learjet 45 6/11 2-CAZZ Eclipse EA500; N1316G Beech 360; D-IAWG Cessna 425
9/11 N11LM TBM 960 on delivery
10/11 HA-LUA Hawker 400XP
12/11 N420VF HondaJet
13/11 G-DHLS 767-315(ER)(BCF) DHL Air
14/11 N69AF Gulfstream G280 on delivery
18/11 N142QS Global 6000
21/11 2-TIJL Phenom 300

▲ Uzbekistan Airways used this Boeing 767-300ER(BCF), UK67002 (c/n 28392), to operate freight charters between its Tashkent base and Birmingham in November and December AirTeamImages.com/Dave Sturges

KEY

f/v first visit

n/s night stop

o/s overshoot



▲ This former Vistara Boeing 737-800, 2-TTGA (c/n 39053), visited East Midlands for repainting on November 7. The aircraft, leased from World Star Aviation, has since been placed with Aeronova, which operates the single-aisle jet on behalf of Air Europa Express AirTeamImages.com/DaveSturges

- 24/11 N449MT Gulfstream G650ER; HA-JEX Citation 650 VI
- 27/11 M-LJCR Falcon 7X; SP-ESI 737-8Q8 Enter Air
- 28/11 M-TOMY Phenom 100
- 29/11 M-KELI Phenom 300
- 30/11 N770PG Gulfstream G280 on delivery

Birmingham

- 1/11 9H-VVD 737MAX-8200 Ryanair; 9H-WDU A321-271NX Wizz Air Malta; PH-TFM 787-9 TUI fly; LX-FYG CitationJet 525B CJ3; PH-FRA TBM 900; TC-RSE Learjet 45
- 2/11 G-EODS A332-343(P2F) Geodis f/v also 4th; F-HZUS A220-300 Air France; HZ-AR26 787-9 Saudia; TC-CON 737-81D Corendon Airlines; EC-NGX Citation 510 Mustang; OH-ZRH PC-12NG; SX-RJB Citation 560XL
- 3/11 ES-NSM Saab 340(F) NyxAir; HA-KAW ATR 72-202(F) Fleet Air International; 2-FFLY Cirrus SR22T; D-BETI Falcon 50; PH-LGD Legacy 500
- 4/11 9H-DOM Challenger 850 Air X Charter; 9H-KFX Praetor 600
- 5/11 G-SUND A321-251NX Jet2 f/v; N936CA 747-446(BCF) National Airlines; TC-MKG 737MAX-8 Corendon Airlines
- 6/11 D-AASG Dash 8-Q402 Avanti Air
- 7/11 OE-GMM Citation 680 Sovereign; N616RH Global 5000
- 8/11 9H-VUP 737MAX-8200 Ryanair; PH-CDE 737-8KN Corendon Dutch Airlines; SP-IZU CitationJet 525 CJ1
- 9/11 HZ-AR27 787-8 Saudia; 2-COOL Avanti; LX-PCJ PC-24
- 10/11 4L-GIT 767-333(ER)(BDSF) Georgian Airlines f/v also 12th, 17th & 23rd; PH-STB Falcon 900C
- 11/11 D-CSOS Learjet 45; F-HMXL Citation 550 II; SP-AIN Citation 560XL
- 12/11 HZ-AR12 787-9 Saudia; OE-LVE 737-85R(BCF) ASL Airlines Belgium; TC-MKB 737MAX-8 Corendon Airlines; TC-SEN 737-8HC SunExpress; HA-JEO Citation 650 III; N199LA Global 6000
- 13/11 OY-SRI 767-25E(BDSF) Maersk Air Cargo; N77LD Cirrus SF50; N673HA Gulfstream G650
- 14/11 HZ-AR32 787-8 Saudia; SX-NEH A320-271N Aegean Airlines; TC-SMB 737MAX-8 SunExpress; 9A-JSE CitationJet 25A CJ2; F-HVYC Citation 560XLS+
- 15/11 N537CA 747-446F National Airlines; UK67002 767-33P(ER)(BCF) Uzbekistan Airways; D-CMSL PC-24
- 16/11 9H-WZV A320-232(SL) Wizz Air Malta; D-AEEB A321-251NX Eurowings; HZ-ARD 787-9 Saudia; D-INEZ Citation 510 Mustang.
- 17/11 N663CA 747-4HAF(ER) National Airlines; D-CSCE Phenom 300
- 18/11 UR-CBG An-12BK Cavok Air; M-CVGL Global 5000

- 19/11 9H-WAX A321-271NX Wizz Air Malta; EC-NIV 757-223(PCF) Swiftair; OO-TUK 737-86J TUI fly f/v; D-CJMS PC-24
- 20/11 G-JZBW 737-85P Jet2 f/v; HZ-AR33 787-8 Saudia; 2-TIJL Phenom 300; D-AASH Dash 8-Q402 Avanti Air; HB-JSG Challenger 605; LX-PCK PC-24; OO-SUN Citation 510 Mustang
- 21/11 HZ-AR25 787-8 Saudia; SX-NEM A320-271N Aegean Airlines; TC-LYD 737MAX-9 Turkish Airlines; TC-SMA 737MAX-8 SunExpress; D-FBOX PC-12NGX; I-AFOI Premier 1A
- 22/11 9H-VVO 737MAX-8200 Ryanair; CS-TST 767-34P(ER) EuroAtlantic Airways
- 23/11 D-AEUJ A321-211(P2F) Lufthansa Cargo; 9H-EHA PC-12/47E
- 24/11 9H-WAB A321-271NX Wizz Air Malta; D-COPI PC-24; HA-JEX Citation 650 VI
- 26/11 9H-VVL 737MAX-8200Ryanair; TC-SOJ 737MAX-8 SunExpress
- 27/11 2-TEAM CitationJet 525B CJ3+; F-HJBR Phenom 300; M-YNNS Gulfstream G650ER
- 29/11 D-AEEA A321-251NX Eurowings; SP-LNO E195LR LOT f/v; D-CAAE Learjet 45; P4-USA Learjet 60XR
- 30/11 EI-IHW 737MAX-8200 Ryanair; SP-ENG 737-8CX Enter Air; N83CW Gulfstream G650ER; PH-SFF PC-12NG

Bristol

- 1/9 OO-SBO Falcon 8X; YR-TRC Challenger 300
- 3/9 B-3196 Gulfstream G550; OE-FLY DA62; TC-SOP 737-8AS Sun Express
- 4/9 D-FGAG PC-12/47; F-HFKD Legacy 600
- 5/9 C-GSLL Challenger 850
- 6/9 D-ELDY PA-46-350P
- 8/9 TC-SMF 737MAX-8 Sun Express
- 9/9 TC-MKF 737MAX-8 Corendon Airlines
- 10/9 D-CAGA Phenom 300
- 12/9 59-DZG/F-JAJP Shark Aero Shark UL
- 15/9 2-LISS Eclipse EA500; TC-SMI 737MAX-8 Sun Express
- 16/9 OO-PCJ PC-12NG
- 17/9 D-CEXP Learjet 35A
- 18/9 D-ACFL Falcon 7X; D-ALOA Legacy 650; FAB2828 KC-390 Brazilian AF
- 20/9 TC-SPR 737-8JP Sun Express
- 21/9 9H-PMN CitationJet 525A CJ2
- 23/9 OH-HHO Falcon 8X
- 24/9 9H-WBV A320-232(SL) Wizz Air Malta
- 25/9 HB-JVY E190LR Helvetic Airways ops for Swiss; N780SP Falcon 900B

KEY

- f/v first visit
- n/s night stop
- o/s overshoot

26/9 OE-LYS Global 7500
27/9 D-AAAY & D-ANGB Challenger 604s; D-CLBM Phenom 300; TC-SEP 737-8HC Sun Express
28/9 S5-CEG CitationJet 525 CJ1
29/9 OE-GXX Learjet 40
30/9 D-BEER Legacy 500; TC-MKE 737MAX-8 Corendon Airlines

East Midlands

1/11 4K-AZ67 E190AR Buta Airways, for painting for Azerbaijan Airlines; N6384 767-316(ER)(BCF) DHL Air (on delivery, since re-reg G-DHLS; 9H-WFC Legacy 600
2/11 OK-SLX Citation 560XL; LX-EAA Learjet 45XR; D-CEUS CitationJet 525C CJ4
3/11 G-DHMB 777-F DHL Air on delivery; SE-RNP CitationJet 525B CJ3+; 2-MINI Eclipse EA500; D-CROG Phenom 300; OO-CCJ CitationJet CJ1+
4/11 D-CAAE Learjet 45XR
5/11 N227WG Challenger 601-3A; D-CHZF Citation 550 Bravo; 2-JEZA Eclipse EA500
6/11 D-CHRG Citation 680A Latitude; N237GA Gulfstream G550
7/11 2-TTGA 737-8 Air Europa Express scheme, for maintenance; 486 C-130H Royal Saudi AF; ZZ171 C-17A 99 Sqn, RAF
8/11 D-AISC A-321-231 Lufthansa for painting
9/11 2-CLRK Eclipse EA500; D-CMXM Phenom 300; I-FORZ Challenger 350; CS-TPT ERJ-190LR TAP for painting
10/11 2022/F-UJCU A330-243 ERVTS02.031, French AF
12/11 PH-TXA Citation 510 Mustang
13/11 OK-JFA Nextant 400XT
14/11 1622 C130H Royal Saudi AF also 20th; N4CE Falcon 7X
15/11 G-OASB ATR 72-500(F) ASL Airlines UK on delivery

Gatwick

1/11 G-WUKV A321-271NX Wizz Air UK; 3B-NBV A330-941 Air Mauritius
2/11 HA-LGD A321-271NX Wizz Air; N247EM Gulfstream G550
3/11 D-AISQ A321-231 Lufthansa; G-DRTN 737-86N Jet2; HB-JXT A320-214(SL) easyJet Switzerland; 9H-VVO 737MAX-8200 Ryanair
4/11 D-AIEB A321-271NX Lufthansa
5/11 T7-CAPE Gulfstream G600
6/11 LY-FBG 737-8F2(BCF) first noted outside Boeing Hangar after freighter conversion, arrived 29/3 as TC-JFI; SE-RTH 737MAX-8 Norwegian Air Sweden; I-CJSN CitationJet 525C CJ4

7/11 D-AIEM A321-271NX Lufthansa; D-AIJD A320-271N Lufthansa
9/11 EC-NPB A320-214 Volotea Airlines new service, from Strasbourg (x2 per week)
10/11 G-DRTJ 737-86N Jet2; EC-OCC A321-271NX Iberia Express
11/11 G-WUKZ A321-271NX Wizz Air UK Luton diversion; 3B-NBP A350-941 Air Mauritius
12 /11 EC-NNY A320-214 Volotea Airlines
13/11 D-AINV A320-271N Lufthansa
14/11 3B-NCF A350-941 Air Mauritius; 7T-VPS Gulfstream IVSP Algerian Government
15/11 EI-NSD A320-251N Aer Lingus; HB-JXU easyJet Switzerland
16/11 D-BEER Legacy 500
18/11 D-AIEC A321-271NX Lufthansa; G-XLEK A380-841 British Airways; 9H-QAQ 737-800 Ryanair
19/11 HB-JXS A320-214 easyJet Switzerland
20/11 9H-VUZ 737MAX-8200 Malta Air/Ryanair
21/11 ET-AZI A350-941 Ethiopian Airlines new service 3x week Addis Ababa
22/11 EI-IHY 737MAX-8200 Ryanair; 3B-NBQ A350-941 Air Mauritius
23/11 EI-IHV 737MAX-8200 Ryanair; ET-AWO A350-941 Ethiopian Airlines
24/11 D-AIDL A321-231 Lufthansa
25/11 G-JZBG 737-800 Jet2
26/11 D-AINZ A320-271N Lufthansa; EI-ISI A320-214 Volotea Airlines; ET-AVE A350-941 Ethiopian Airlines; F-HTTL Challenger 650
28/11 ET-ATQ A350-941 Ethiopian Airlines; G-JZHP 737-800 Jet2; SE-RTF 737MAX-8 Norwegian Air Sweden
29/11 A6-EVO A380-842 Emirates; G-WUKW A321-271NX Wizz Air UK
30/11 EI-HLA A220-100ITA Airways, LX-LQI Dash 8-Q402NG Luxair & D-CBEN Cessna 560XLS Citation 560XLS+ all London City diversions; D-AISP A321-231 Lufthansa

Glasgow/Prestwick

Chevron summary -
LN-LNH 787 re-registered M-ABSD remains in hangar.
OO-JLO 737 partially dismantled
N371BC 737 remains stored, re-registered LY-CER for KlasJet
130601, 130606, 130614 CC130Js RCAF remain based with ATF Prestwick
1/10 9H-QBQ, 9H-QBT, 9H-QDD & 9H-QEO 737-8AS Ryanair; OO-0174 C-17A 144th AS, Ak ANG; OO-AIE Falcon 7X also 4th; I-YTRK Citation 551 11/SP; 330002 CC-330 437 Sqn, RCAF 1st visit of variant; 1223 C-17A UAE AF

▼ Brazilian Air Force Embraer KC-390 Millennium, FAB2858 (c/n 39000009) at Bristol Airport on September 18 and 19 on visits from Ostrava in the Czech Republic
Gary Morris



2/10 HA-LYH A320-232(SL) Wizz to Chevron hangar dep 6th; HB-FSO PC-12NGX c/n 2306 on delivery; 08-8195 C-17A 62nd/446th AW, USAF; MAN C-17A Qatar AF dep 4th, also 8th; N778CH Global 5500; 04-4129 C-17A 62nd/446th AW, USAF dep 20th

3/10 VT-SQJ Dash 8-Q402 SpiceJet n/s, dep to Keflavik; 07-7170 C-17A 436th/512nd AW, USAF dep 17th; N797CX Citation 750 X; 58-0073 KC-135R 106th ARS, AI ANG; 9H-VUL 737MAX-8200 Ryanair; 99-0060 C-17A 62nd/446th AW, USAF; 01-0415, 05-0419 & 06-0740 U-28As AFSOC & 15-5827 HC-130J 211 RQS, Ak ANG escort for U-28As, all dep 7th

4/10 9H-QBY 737-8AS Ryanair; N82CD TBM 960 c/n 1500 on delivery; HB-FSQ PC-12NGX c/n 2308 on delivery; 1230 C-17A UAE AF also 7th; CB-8011 C-17A 81 Sqn, Indian AF dep 6th; 10-0217 C-17A 62nd/446th AW, USAF

5/10 9H-VVA 737MAX-8200 Ryanair; M-YBLS PC-12/45

6/10 EI-BUF Cessna 210N; OY-AWH PC-12NG; N9006J Cessna 182T on delivery to France; 08-8201 C-17A 62nd/446th AW, USAF; 165834 C-40A VR-61, US Navy; 06-6157 C-17A 60th/349th AMW, USAF

7/10 08-8198 C-17A 437th/315th AW, USAF; N551EA Citation 551 II/SP; N888FM Beech 350 also 13th; D-IAWG Cessna 425

8/10 97-0041 C-17A 437th/315th AW, USAF dep, present since 1/9; 00-0183 C-17A 56th AS, NC ANG; 9H-QCW, 9H-QET 737-8AS Ryanair; N850KF Cessna 310Q; 06-6166 C-17A 436th/512nd AW, USAF; CS-PJA Phenom 300; KAF342 C-17A 41 Sqn, Kuwait AF

9/10 60-0315 KC-135R 126th ARS, Wi ANG; N846AX 777-2U8(ER) Omni Air; ZZ414, ZZ518 & ZZ519 Wildcat HMA2s 815 NAS, RN to HMS Gannet for TDY until 19th

10/10 03-3117 C-17A 183rd AS, Ms ANG; HB-FQE PC-12NGX c/n 2323 on delivery; A7-HHK A340-211 Qatar Amiri Flight dep 12th; G-IACZ ATR 72-600 Eastern Airways

11/10 9H-QBO 737-8AS Ryanair; OY-YPS Vulcanair P68 Observer 2 BioFlight; N811TD Gulfstream G550

12/10 15002 CC-150 437 Sqn, RCAF; 07-7169 C-17A 436th/512nd AW, USAF; 9H-VUW 737MAX-8200 Ryanair; 1229 C-17A UAE AF dep 13th, also 16th; N782SP DC-8-72F(CF) Samaritan's Purse dep 13th back 14th

13/10 10-0222 C-17A 437th/315th AW, USAF

14/10 08-8203 C-17A 62nd/446th AW, USAF; G-FRAT Falcon 20C Draken Europe; N786DF PC-12/47E on delivery to Royal Flying Doctor Service, to become VH-NFY

15/10 LX-NCL 747-4EVF(ER) Cargolux retro colours; 2-LOOK PA-46-350P

16/10 130604 CC-130J RCAF arrived to replace 130606 with ATF Prestwick; 01-0015 C40B 1st AS, 89th AW, USAF; 165314/JW C-130T VR-82, US Navy

17/10 HB-FSS PC-12NGX c/n 2241 on delivery

18/10 N976TW MD83 on delivery to Spain for storage; HB-FSU PC-12NGX c/n 2312 on delivery; 86-0023 C-5M 60th/349th AMW, USAF dep 19th

19/10 N41GJ Learjet 35A also 20th; 15001 CC-150 437 Sqn, RCAF; TF-AMC 747-412F Magma Aviation; 9H-QBS 737-8AS Ryanair

20/10 HB-FSW PC-12NGX c/n 2314 on delivery; D-ABMQ 737-86J TUI to Chevron hangar dep 22nd

21/10 N117PR PA-46-600TP; 87-0040 C-5M 436th/512nd AW, USAF; EJ-REVA Hawker 800XP

22/10 9H-QAH, C 737-8AS Ryanair; G-FRAP, G-FRAR & G-FRAS Falcon 20Cs Draken Europe for Exercise Joint Warrior dep 30th

23/10 G-FRAI Falcon 20C Draken Europe for Exercise Joint Warrior dep 30th; 85-0003 C-5M 436th/512nd AW, USAF, dep 28th

24/10 OO-PCB PC-12NGX & OO-PCK PC12NG both dep 26th

25/10 16-46020 KC-46A 133rd ARS, NH ANG, dep 26th

26/10 15-5893 C-130J-30 165th AS, Ky ANG; 16-5855 C-130J-30 181st AS, Tx ANG; 9H-VVK 737MAX-8200 Ryanair; 96-0001 C-17A 758th AS, AFRC

27/10 HB-FSY PC-12NGX c/n 2316 on delivery; N123Q Challenger 350; 02-1109 C-17A 62nd/446th AW, USAF; 15002 CC-150 437 Sqn, RCAF; 87-0039 C-5M 337th AS, AFRC

28/10 9H-QBW 737-8AS Ryanair; 00-0185 C-17A 144th AS, Ak ANG; 08-8191 & 10-0221 C-17As 437th/315th AW, USAF

29/10 G-DHMA 777-F DHL Air; M-AMBA G600; M-USIC Gulfstream G550

30/10 03-8154, 02-8155, 05-8156 & 05-8157 C-130J-30s 815th AS, AFRC; N81GJ Learjet 36A; G-WUKU A321-271NX Wizz Air to Chevron hangar

31/10 G-CLXT ATR 72-212(F) West Atlantic UK; N960TV TBM 960 c/n 1505 on delivery

Heathrow

1/11 A9C-FI 787-9 Gulf Air

2/11 4X-EKZ 737-86N(BCF) EI AI

3/11 EI-HOF A320-271N ITA Airways; EI-NSD A320-251N Aer Lingus; N164QS Global 6000

5/11 HL8522 A350-941 Asiana

6/11 9H-XOA Citation 560XLS; SE-RZX A320-251N SAS

7/11 TF-AKE 747-409F Air Atlanta

8/11 OE-IFM 747-4KZF ASL Airlines Belgium

10/11 A7-CGU Gulfstream G650ER; N610CX Global 6000

11/11 LZ-PAR A220-300 Bulgaria Air; TF-AKD 747-409F Air Atlanta Icelandic

13/11 G-ONEE 747-433(BDSF) One Air

14/11 EC-OCS A320-251N Iberia

▼ The Royal Canadian Air Force's maiden Airbus CC-330, 330002 (c/n 1653) has been a regular visitor to Europe since the air arm accepted the widebody jet from Kuwait Airways on August 31, 2023. It visited Prestwick on October 1, arriving from Riga, Latvia Stuart Haigh





16/11	EI-HXA A321-271NX ITA Airways; HZ-AR29 787-10 Saudia; OE-ILC 747-409F ASL Airlines Belgium
18/11	F-HPNF A220-300 Air France
20/11	TC-LLY 787-9 Turkish Airlines
24/11	TF-LLW 757-223W Icelandair
25/11	D-AZMP A300B4-622F DHL Air
27/11	D-BHLM Falcon 2000S; EI-SCB A320-251N SAS; ZA680 Chinook HC.6A 18 Sqn, RAF
28/11	G-MIAP Global 7500
29/11	B-32F0 A350-941 Air China; HL8521 A350-941 Asiana
30/11	N13014 787-10 United Airlines; N425DX A330-941N Delta Airlines
1/12	SU-GFW A321-251NX Egyptair; TC-LLV 787-9 Turkish Airlines
2/12	A9C-FH 787-9 Gulf Air; CC-BBJ 787-8 LATAM Airlines
4/12	CC-BBD 787-8 LATAM Airlines; D-AIJJ A320-271N Lufthansa
6/12	CC-BGB 787-9 LATAM Airlines; D-AIJI A320-271N Lufthansa; D-AIJM A320-271N Lufthansa; N17017 787-10 United Airlines; OE-IFD 747-4B5F ASL Airlines
7/12	B-32EZ A350-941 Air China; SU-GFX A321-251NX Egyptair
8/12	N4077J A321-271NX JetBlue Airways
9/12	G-TNEC A321-251NX British Airways on delivery; N424DX A330-941N Delta Airlines
10/12	EI-HOH A320-271N ITA Airways
11/12	CC-BBA 787-8 LATAM Airlines; D-AEEA A321-251NX Eurowings
12/12	CC-BBE 787-8 LATAM Airlines; EI-SCC A320-251N SAS; VT-TSH 787-9 Vistara
15/12	D-AEEC A321-251NX Eurowings; EC-NHF 757-223(PCF) CygnusAir ops for DHL
16/12	9H-VCW Challenger 350 VistaJet; F-HPNG A220-300 Air France; G-XWBR A350-1041 British Airways on delivery; LZ-CJA 747-412F Compass Air Cargo ops for Qatar
17/12	N14019 787-10 United Airlines; OO-SBA A320-251N Brussels Airlines; SU-GFY 787-8 Egyptair

Leeds Bradford

2/8	LX-HCW Hawker 800XP; N83CW Gulfstream G650ER
3/8	D-CFAF Learjet 60
4/8	2-MLBU PA-46-350P; OK-PCF PC-12NG
6/8	EJ-JMMM Global XRS; D-ASAP Legacy 650E; 07-00102 UC-35A US Army
9/8	D-COPI PC-24; D-APRI E190SR German Airways ops for KLM
10/8	D-CHRA Citation 680A Latitude; EI-BUF Cessna 210N; LX-FMA Falcon 900LX
11/8	OY-VNS Vulcanair P68C BioFlight
13/8	OO-DAZ Cessna 182P
15/8	9H-IRL Citation 560XL

16/8	CS-LTX Citation 680A Latitude NetJets Europe
17/8	N728LB Gulfstream IV; D-CPTN PC-24
18/8	D-CICU Learjet 45; 9H-IFX Praetor 600
19/8	LY-LTA Hawker 800XP; D-ATOP Legacy 650E
20/8	N865WW Challenger 300; 9H-VTD Global 6000 VistaJet
22/8	OO-PCC PC-12NGX
24/8	C-FEMT Learjet 40
25/8	D-ARMY Legacy 650E; YU-TBA Citation 560XLS+
29/8	OY-JJC Hawker 800XP; OY-RUZ A320-232 Danish Air Transport, ops for Jet2
31/8	F-HRCA CitationJet 525 CJ1; YL-ABB A220-300 Air Baltic, ops for Jet2
1/9	YU-PMK Citation 560XLS+; 9H-DOM Challenger 850
2/9	9H-VJM Global 6000 VistaJet; PH-SVX PA-31T2 Cheyenne 2XL
3/9	OE-GIE CitationJet 525B CJ3
4/9	9H-IGH Global 6000; OK-PHO Phenom 300
6/9	A9C-HIA AW139
7/9	D-AONE Challenger 604
8/9	OK-EBT PC-24; F-HBPE ERJ145LR Pan Europeene
10/9	CS-GLF Global 6000 NetJets Europe
12/9	SP-NVM Gulfstream G280; D-CAKE Phenom 300
13/9	N884BN Falcon 900EX; EI-HHG Cessna F172K
14/9	C-GHSW Global 6000; PH-KEK Citation 560XLS
16/9	OK-AST Citation 560XL
17/9	C-FTML Challenger 604; YU-SSX Citation 550 Bravo
19/9	OY-NPD Metro 23 North Flying; PH-FCI Jetstream 32AIS Airlines
20/9	D-IFAS Beech 58P
23/9	9H-LXX Global 6000
26/9	EI-CMMT ATR 72-600 Aer Lingus Regional
27/9	YU-SVJ Citation 560XLS+; CS-GLF Global 5000 NetJets Europe
30/9	N797CX Citation 750 X

London Luton

1/11	SX-IXL Citation 750 X
2/11	VP-CBN Gulfstream G550; 15+02 A319-133X(CJ) FBS, German AF; T-784 Citation 560XL LDTB, Swiss AF; MM62209 A319-115X(CJ) 306 Gr, Italian AF
4/11	D-CAAG Phenom 300
5/11	N599GD Gulfstream G500
6/11	TC-KRT Hawker 800XP; F-HILY Citation 510 Mustang; HI1025 Gulfstream G400
7/11	UR-SQD 737-73V SkyUp Airlines, ops for Fly One; LX-EGR Falcon 2000EX
8/11	C-GKCP Challenger 605; T7-ADA Gulfstream 600
9/11	OK-PHA Phenom 300; N9PS Global 6000

▲ Icelandair borrowed this Boeing 757-200, TF-LLW (c/n 25695), from Loftleidir Icelandic, the carrier's aircraft leasing and charter flying specialist, to operate the Keflavik-Manchester rotation on November 24 Karl Nixon

KEY

- f/v first visit
- n/s night stop
- o/s overshoot



▲ De Havilland Canada Dash 8-400, VT-SQJ (c/n 4599), spent just four years with SpiceJet before being withdrawn from service at Hyderabad on February 24, 2023. It spent seven months in storage before being ferried to North Bay, Canada in early October, having been returned to lessor Chorus Aviation. It passed through Prestwick on October 3-4 SH

- 10/11 D-ITWL Cessna 425; 9H-EMB Phenom 300E
- 12/11 TC-ATS Legacy 650; B-3226 Gulfstream G550
- 13/11 OE-GSF CitationJet 525B CJ3; 9H-MFC Gulfstream G650ER
- 14/11 N66ZG Gulfstream G650ER
- 15/11 N20TM BBJ1; PH-BRA PC12NG; OO-MED Learjet 45
- 16/11 TC-ADA Falcon 2000; N1818S Falcon 7X
- 17/11 F-HAUO Cessna F406
- 18/11 N845QS Citation 700 Longitude Netjets; TC-MOZ Gulfstream IV4SP
- 19/11 HB-FXE PC-12NGX; CS-DOU Global 6500; LX-EAA Learjet 45XR
- 21/11 T7-BJK Global Express
- 22/11 HL8290 BBJ1 Hyundai
- 23/11 T7-SAB A319-133(CJ); G-WUKW A321-271NX on delivery to Wizz UK
- 24/11 N638GA Gulfstream G650ER; XA-CHR Gulfstream G650
- 25/11 D-AZMP A300-633R(F) EAT Leipzig; F-GLPK Beech C90B
- 26/11 N100AL Gulfstream G650ER
- 27/11 XA-SSE Legacy 650; N393VF Gulfstream G500; N479FX Gulfstream G450
- 28/11 N898JM Global 6000; HA-SCT Citation 560XLS+; N269HM Gulfstream G550
- 29/11 N440J Global 7500; LX-ZAP PC-24
- 30/11 N1838S Falcon 7X; C-GOLX Global 7500

London Southend

- 2/10 OY-SWO Falcon 2000S; G-OATI A321-253NX rolled out in TCS World Travel colours and dep same day, ex G-GBNI
- 3/10 SE-RLV Citation 560XL; LX-TRO Legacy 650; A7-MHD EC155B1
- 4/10 T7-SYC Avanti 2; 9H-XFX Legacy 500
- 5/10 HB-ZPO Kaman K-200 K-Max Rotex Helikopter
- 6/10 D-CAGA Phenom 300
- 10/10 CS-TRJ A321-231 Hi Fly to Air Livery, dep 12th
- 12/10 N40NS Global 7500; 13/10 M-SKTO H160B
- 14/10 OE-GBD Astra SPX; HB-SGD DA40NG & HB-SDL DA40D
- 15/10 D-CAPO Learjet 35A
- 16/10 F-HZJB Commander 114
- 20/10 D-CPAV Phenom 300; OY-NCM Do328JET Sun-Air
- 21/10 OE-ICN A320-214 & OE-IJY A320-214(SL) easyJet Europe both f/v
- 23/10 OE-IWW A320-214(SL) easyJet Europe f/v
- 24/10 9H-KFX Praetor 600; D-CCVD Citation 560XLS
- 25/10 D-CICU Learjet 45; OE-UCB DA62 c/n 62.255 on delivery to USA
- 27/10 OH-MIP PC-12NG
- 28/10 F-HSFU Citation 510 Mustang
- 29/10 9H-WIT PC-12NG; OE-LSO A320-251N easyJet Europe f/v
- 30/10 D-AEWR A320-214(SL) Eurowings f/v; OE-LQP A319-111 & OE-LSO A320-251N easyJet Europe both f/v

Manchester

- 1/11 A7-AOC A350-1041 Qatar Airways
- 2/11 SU-GFU A321-251NX Egyptair; A7-BHP B787-9 Qatar Airways; TF-ICI B737MAX-8 Icelandair; YL-LDT A320-232 Smartlynx, ops for SAS
- 3/11 9H-MFS A330-203 Maleth Aero ops for Cruise Charters; G-DHMB B777-F DHL Air dep after Maintenance at STS; N164QS Global 6000
- 4/11 SU-GFW A321-251NX Egyptair
- 5/11 A7-ANJ A350-1041 Qatar Airways; 9H-EUT A320-214 Eurowings Europe
- 6/11 F-HPND A220-300 Air France; CS-LUA Citation 680A Latitude NetJets Europe
- 7/11 SU-GFV A321-251NX Egyptair
- 8/11 D-AEEB A321-251NX Eurowings; HB-JPC A321-271NX Swiss; TC-RDR A321-251NX Pegasus Airlines; N550DR Gulfstream G550
- 9/11 SU-GFT A321-251NX Egyptair A9C-FI 787-9 Gulf Air
- 10/11 A7-ANQ A350-1041 Qatar Airways
- 11/11 OO-LUX CitationJet 525C CJ4
- 13/11 N82EM Global XRS; OO-SFB A330-342 Brussels Airlines depart to Brussels after maintenance at STS
- 14/11 HZ-AR29 787-10 Saudia; F-HBNJ A320-214 Air France; OO-SFE A330-343E Brussels Airlines for maintenance at STS; CS-DOW Citation 560 V
- 16/11 9H-EUV A320-214 Eurowings Europe; TC-SCF 737-8AL Anadolujet on delivery to Jet2 to become G-DRTV
- 17/11 A7-ANO A350-1041 Qatar Airways; C-FJRS Challenger 650 f/v
- 18/11 SU-GFS A321-251NX Egyptair
- 19/11 A7-ANN A350-1041 Qatar Airways; G-TNEA A321-251NX British Airways
- 20/11 A7-AOD A350-1041 Qatar Airways; EI-IHV 737-MAX8200 Ryanair; SE-RTF 737MAX-8 Norwegian
- 21/11 A7-CGM Gulfstream G650ER
- 22/11 F-HPNF A220-300 Air France; A7-BEP 777-300ER Qatar Airways, tech stop SEA-DOH
- 23/11 G-BMRJ B757-236SF DHL Air East Midlands diversion
- 24/11 A7-ANI A350-1041 Qatar Airways; TF-LLW 757-223 Icelandair; OE-IMB Global 6000; M-GETS PC-12NG
- 25/11 SU-GFX A321-251NX Egyptair; EI-IHY 737MAX-8200 Ryanair; D-CPAV Phenom 300E
- 26/11 TC-RDT A321-251NX Pegasus Airlines; 9H-VVL 737MAX-8200 Ryanair
- 27/11 A7-AOA A350-1041 Qatar Airways; HB-JXN A320-214(SL) Easyjet Swiss; EC-OCT A321-231 Privilege Style RB Leipzig vs Man City
- 28/11 SP-ESI 737-8Q8 Enter Air, RB Leipzig fans; SP-ENQ 737-85R Enter Air RB Leipzig fans; 9H-EHB PC-12NG
- 30/11 TC-RDL A321-251N Pegasus Airlines

With thanks to: D Apps, D Bougourd, S Boyd, J Brazier, N Burch, P A Clarke, I Cockerton, KW Ede, M Farley, N French, P Gibson, G Green, J Gregory, I Grierson, D Haines, M Harper, G Hocquard, S Lane, S McDiarmid, G Morris, S Morrison, R Roberts, RJ Sayer, A Smith, D Turner, C Ward, Blackpool Aviation Society, Solent Aviation Society/"Osprey", South Wales Aviation Group, CIAN, GSAE, The Aviation Society, EGPE ATC, www.dtmovements.co.uk, Aerodata Quantum Plus and RHADS.

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- n/s night stop
- o/s overshoot

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Publishing



Fighter Aviation Engineering's North American TF-51D Mustang, G-TFSI (c/n 124-44703) '44-14251' Contrary Mary, has been sold to new owners in Alabama and was removed from the UK registry on November 30 Martin Needham



The latest changes on the UK, Irish, Isle of Man and Guernsey registers

Restorations					New Registrations				
Reg'n	Mode(S)	Type	C/N	Owner	Reg'n	Mode(S)	Type	C/N	Owner
G-AFJA	4013D0	Watkinson Dingbat (built by Taylor Watkinson Aircraft Company)	DB-100	M Young, (Southmoor, Oxfordshire)	G-CMRX	4080AE	Cameron Heart-170	12658	Cameron Balloons Ltd, (Bristol, City of Bristol)
G-AKVF	401459	Chrislea CH3 Super Ace Srs.2	114	JL Sparks, St Athan, Vale of Glamorgan	G-CMRY	4080AF	Flylight Adam/PB2	DA253	F Molloy, Darley Moor, Derbyshire
G-BHOL	401E72	Jodel DR1050 Ambassadeur (built by Centre Est Aeronautique)	35	KD Doyle, Rochester, Kent	G-CMSL	408024	Aeropro EuroFOX 3K (assembled by Ascent Industries Ltd)	68923	GS Aviation (Europe) Ltd, Clench Common, Wiltshire
G-BIRW	408085	Morane-Saulnier MS505 Criquet	695	Propshop Ltd trading as Aircraft Restoration Company, Duxford, Cambridgeshire	G-CMTG	408084	Piper PA-28-161 Warrior II	28-8516014	TW & WS Gilbert, Enstone, Oxfordshire
G-BNJL	4028D0	Bensen B8MR (built by CG Ponsford)	PFA G/01-1020	AJ Lloyd, Headcorn, Kent	G-CROX	404728	Robin R2112 Alpha	180	RJ Williamson, Crowfield, Suffolk
G-CFWP	40573A	Schleicher ASW-19B	19262	P Chwiejczak, Dunstable, Bedfordshire	G-DHLS	408016	Boeing 767-316(ER) (BCF)	42213	DHL Air Ltd, East Midlands, Leicestershire
G-CLGE	403CA9	Tri-R KIS(built by MT Manwaring)	PFA 239-12628	AEF Bryant, (Nottingham, Nottinghamshire)	G-DHMB	40804A	Boeing 777-F	66080	DHL Air Ltd, East Midlands, Leicestershire
G-DDLY	4056BF	Eiravion PIK-20D	20509	DJ Blackman, (Brighton, West Sussex)	G-DKNG	407EFE	Aero L-159E	156036	FR Aviation Ltd trading as Draken Europe, Teesside, Durham
G-MRLL	404E4D	North American P-51D-5-NA Mustang	109-27154	Marinell Ltd, Duxford, Cambridgeshire	G-DRTV	407F8C	Boeing 737-8AL	40554	Jet2.Com Ltd, Leeds Bradford, West Yorkshire (NB)
G-MYSK	40396D	TEAM MiniMax 91 (built by K Worthington)	PFA 188-12203	TD Wolstenholme, Brook Farm, Pilling, Lancashire	G-DRTX	407F8D	Boeing 737-8AL	40555	Jet2.Com Ltd, Leeds Bradford, West Yorkshire (NB)
G-SAUK	407E2E	Rans S.6-ES Coyote II (built by DA Smith & E Robshaw)	PFA 204-14346	DC Marsh, (Keynsham, Somerset)	G-DYNC	405AF6	Cirrus SR22	2921	Dynamic CCTV Ltd, Teesside, Durham
					G-FORG	403339	Grumman American AA-5B Tiger	AA5B-0327	JD de Jager, Elstree, Hertfordshire
					G-FOWR	404FE6	Bell 206L-3 LongRanger III	51237	GBF Aviation Ltd, Leeds Heliport, West Yorkshire
					G-GJIM	407ECD	Diamond DA62	62.261	J Hartley, Humberside, Lincolnshire

G-HUMB	4080AA	BXM Hopper Shape (built by B & LS Crosland-Mead)	001	LS Crosland-Mead, (Hull, East Yorkshire)
G-IOOS	408097	Agusta A109S Grand	22160	Castle Air Ltd, Trebrown Heliport, Liskeard, Cornwall
G-JZDD	40803C	Boeing 737-8JP	40866	Jet2.Com Ltd, Leeds Bradford, West Yorkshire (NB)
G-LITT	40800F	Bell 407 (built by Bell Textron Canada Ltd)	56369	Hirecopter Ltd, (Bexhill-on-Sea, East Sussex)
G-MDTC	40802D	Airbus AS350B2 Ecureuil	8172	Greenwood Louvre Ltd, (Groesfaen, Rhondda Cynon Taf, Wales)
G-OMYR	40385A	Europa Aviation Europa (built by A Graham)	PFA 247-12565	PS Myers, (Honiton, Devon)
G-SAVI	407E2E	Bell 505 JetRanger X (built by Bell Textron Canada Ltd)	65407	Saviate Ltd Partnership Incorporated, Fair Oaks, Surrey
G-SCOF	400D43	Eurocopter AS355N Ecureuil 2	5566	Helicompany Ltd, Elstree, Hertfordshire
G-TUGD	407FFD	Aeropro EuroFOX 3K	68323	Lleweni Parc Ltd trading as Denbigh Gliding, Lleweni Parc, Denbighshire
G-VCRM	403723	Slingsby T67M Mk.II Firefly	2113	CRM Aviation Europe Ltd, White Waltham, Berkshire
G-WUKW	407FC1	Airbus A321-271NX	11547	Wizz Air UK Ltd, London Luton, Bedfordshire
G-WYDN	407046	Airbus MBB-BK.117 D-2	20084	Gama Aviation (UK) Ltd, Cardiff Heliport, City & County of Cardiff (NB) (operated for Wales Air Ambulance)
EI-AEY	TBA	Piper PA-22-160 Tri-Pacer	22-7588	Private Individual, Kilrush, Co. Kildare
EI-HKT	TBA	Leonardo AW189	89002	Bristow Ireland Ltd, Dublin-Weston, Co. Kildare
EI-HLY	TBA	BRM Land Africa (Citius)	0355/912ULS/K4/23-CT	Private Individual
EI-HMC	TBA	I.C.P. MXP-740 Savannah S	23-08-54-0965	Funfly Aerosports Ltd, Clonbullogue-Clonad, Co. Offaly
EI-HMD	TBA	Tomark SD4 Viper RTC	41149	Newcastle Logistics Ltd, Newcastle, Co. Wicklow

Previous Identities

Reg'n	Previous Identity	Reg'n	Previous Identity
G-CMTG	ex N43800	EI-HKT	ex G-OENC
G-CROX	ex G-CBNG	EI-HOH	ex F-WWTL
G-DHLS	ex N6384	EI-HRA	ex OE-IXL
G-DHMB	ex N706GT	EI-HXA	ex D-AVYX
G-DKNG	ex N256EM	EI-IHX	ex N4022T
G-DRTV	ex TC-SCF	EI-IHY	ex N40225
G-DRTX	ex TC-SCG	EI-KBW	ex F-WWBD
G-DYNC	ex G-RAYY	EI-SCB	ex F-WWDR
G-FORG	ex G-WINK	M-ABRH	ex PK-GAC
G-FOWR	ex G-CDYR	M-CMHS	ex 9H-LDN
G-IOOS	ex M-OWLS	M-DANS	ex N904DS
G-JZDD	ex EI-FHX	M-YTOY	ex N408KT
G-LITT	ex C-FZGZ	2-CCXB	ex HC-CXB
G-MDTC	ex LN-OSP	2-CCXC	ex HC-CXC
G-MRLL	ex I-COLT	2-CDCF	ex VT-SQJ
G-OMYR	ex G-BVGF	2-CPDD	ex N336MJ
G-SAVI	ex G-TOWY	2-DIVT	ex G-HITX
G-SCOF	ex G-LINE	2-JECL	ex G-JECL
G-VCRM	ex G-BUUC	2-PCIE	ex VP-CIE
G-WYDN	ex G-YAAC	2-REDY	ex F-HTMC
EI-AEY	ex OY-DUS	2-RFZA	ex YR-FZA

EI-HME	TBA	Tomark SD4 Viper RTC	41150	Newcastle Logistics Ltd, Newcastle, Co. Wicklow
EI-HOH	4CADE8	Airbus A320-272N	11750	Aercap Aircraft 32A No.3 Leasing Ltd, (leased to ITA Airways, Rome-Fiumicino)
EI-HRA	4CAE77	Boeing 737-8BK(BCF)	33023	ASL Airlines (Ireland) Ltd, (Dublin, Co. Fingal) (NB)
EI-HXA	4CAE17	Airbus A321-271NX	11561	ALC Blarney Aircraft Ltd, (leased to ITA Airways, Rome-Fiumicino)
EI-IHV	4CAE48	Boeing 737-8200	67091	Ryanair DAC, Dublin, Co. Fingal (NB)
EI-IHX	4CAE4A	Boeing 737-8200	67096	Ryanair DAC, Dublin, Co. Fingal (NB)
EI-IHY	4CAE4B	Boeing 737-8200	67095	Ryanair DAC, Dublin, Co. Fingal (NB)
EI-IHZ	4CAE4C	Boeing 737-8200	62366	Ryanair DAC, Dublin, Co. Fingal (NB)
EI-KBW	4CADD3	Airbus 320-271N	11743	ACG Aircraft Leasing Ireland Ltd, (leased to FlyArystan, Almaty, Kazakhstan)
EI-MXV	TBA	Best Off Skyranger Nynja 450 (built by Flylight Airports Ltd)	373-22	EICD Ventures Ltd, Mullingar, Co. Westmeath
EI-SCB	4CAD92	Airbus A320-251N	11650	Scandinavian Airlines Ireland Ltd, Copenhagen, Denmark
M-ABRH	424C24	ATR-72-212A	1132	Billund Leasing V Ltd, (stored at Toulouse-Francazal, France)
M-CMHS	424C52	Bombardier Global 6000	9754	Jetcraft Global (UK) Ltd, Biggin Hill, Greater London
M-DANS	424C4D	Gulfstream G650ER	6367	DSWA 1 LP Inc, Singapore-Seletar
M-YTOY	424C4C	Learjet 45	45-163	Learjet Aviation Ltd, TBA
2-CCXB	TBA	Boeing 737-7K2	38125	UMB Bank National Association, (stored at Tucson International, USA)
2-CCXC	TBA	Boeing 737-7K2	38125	Horizon Aviation 4 Ltd, (stored at Tucson International, USA)
2-CDCF	TBA	Bombardier DHC-8-402Q	4599	Wilmington Trust SP Services (Dublin) Ltd, (Stored North Bay, Ontario, Canada)
2-CPDD	TBA	PZL M28 05	AJE00336	PD Sicherheit – Private Defence and Education Services GmbH, Magdeburg, Germany
2-DIVT	TBA	Leonardo A109S Trekker	22734	Volare Aviation GSY Ltd, Oxford, Oxfordshire
2-JECL	TBA	Bombardier DHC-8-402Q	4414	Aeqis Secundus LLC, (stored Exeter International, Devon)
2-PCIE	TBA	Airbus A320-232	4883	AerGin Ltd, (stored Castellon-Costa Azahar, Spain)
2-REDY	TBA	Daher TBM-940	1336	L T D Investments Ltd, Guernsey

▼ North American P-51D Mustang, G-MRLL (c/n 109-27154) ‘413521’ Marinell, has returned to the UK after a seven-year stint in Italy as I-COLT AirTeamImages.com/Simon Willson



EasyJet Airbus A319-100, G-EZAB (c/n 2681), positioned to St Athan on September 27, 2023 for parting out. Its registration was cancelled accordingly on November 16 [AirTeamImages.com/Alex Peake](https://www.airteamimages.com/Alex-Peake)



Cancellations			
Reg'n	Type	C/N	Reason
G-ARRO	Beagle A.109 Airedale	B.507	Cancelled as Permanently WFU (CofA expired 17th January 1974, last reported in store at Spanhoe, Northamptonshire 04.22)
G-ARXB	Beagle A.109 Airedale	B.509	Cancelled as Permanently WFU (CofA expired 9th September 1976, forward fuselage & cabin on display at South Yorkshire Air Museum, Doncaster, South Yorkshire)
G-ARZS	Beagle A.109 Airedale	B.515	Cancelled as Permanently WFU (CofA expired 23rd May 1975, last reported in store at Spanhoe, Northamptonshire 04.22)
G-AYKS	Leopoldoff L7 Colibri	125	To France
G-BAGN	Reims Cessna F177RG Cardinal RG	0068	To France
G-BGKO	Gardan GY-20 Minicab	1827	Cancelled as Permanently WFU (no Permit to Fly issued, believed not completed)
G-BGPM	Evans VP-2	PFA 063-10335	Cancelled by CAA (Permit 29th April 1986, Wings only last reported at Mount Airey Farm, South Cave, East Yorkshire 2016)
G-BKXP	Auster AOP.6	2830	To Belgium
G-BPLZ	Hughes 369HS	910342S	To Philippines
G-BSTT	Rans S.6 Coyote II	PFA 204-11880	Cancelled by CAA (Permit to Fly expired 2nd December 2002, last reported at Easter Nether Cabra Farm, Fetterangus, Aberdeenshire 04.16)
G-BUED	Slingsby T61F Venture T.Mk.2	1979	Cancelled by CAA (Permit to Fly expired 24.03.20)
G-BUUC	Slingsby T67M Mk.II	2113	Re-registered as G-VCRM
G-BVEL	Evans VP-1 Series 2	PFA 062-11983	Cancelled as Permanently WFU (No Permit to Fly issued, believed not completed)
G-BVGF	Europa Aviation Europa	PFA 247-12565	Re-registered as G-OMYR
G-BXOC	Evans VP-2	PFA 063-10305	Cancelled by CAA (Permit to Fly expired 23rd April 2010, last reported at Mount Airey Farm, South Cave, East Yorkshire 09.14)
G-BXVX	Rutan Cozy Classic	PFA 159-12680	Cancelled by CAA (Permit to Fly expired 21st October 2003, last reported at Birchwood Lodge, North Duffield, North Yorkshire 02.23)
G-CBNG	Robin R2112 Alpha	180	Re-registered as G-CROX

G-CBUO	Cameron O-90	3353	To Netherlands
G-CDFK	Avtech Jabiru UL-450	PFA 274A-14144	Cancelled as Destroyed (Crashed in a wooded area soon after take-off from Damyns Hall, Upminster, Greater London 04.04.23)
G-CDYR	Bell 206L-3 LongRanger III	51237	Re-registered as G-FOWR
G-CEOZ	PAP Chariot 2/ Paramania Action GT26	1006148	Cancelled by CAA (SSDR microlight so no Permit to Fly required)
G-CEVW	P & M Quik GT450	8314	Cancelled as Destroyed (crashed on landing at Lundy Island, Devon 17.05.23)
G-CHED	Aeros Discus 15T/ Ant	077	Cancelled as Permanently WFU (SSDR microlight so no Permit to Fly required)
G-CHHD	TLAC RL7A Sherwood Ranger XP	LAA 237A-15054	To Slovak Republic
G-CIUN	Flylight Foxcub	DA130	Cancelled by CAA (SSDR microlight so no Permit to Fly required)
G-CIXA	Dudek Nucleon 31	P.05684	Cancelled as Permanently WFU (SSDR microlight so no Permit to Fly required)
G-CKTF	Van's RV-6A	24431	Cancelled as Permanently WFU (crashed on landing at Holmbeck Farm, Burcott, Buckinghamshire 08.08.20)
G-CLOR	Condor Aviation Gyro-Lite Micro Gyrocopter	GYLT001	Cancelled as Permanently WFU (No details known)
G-CLVT	Embraer 175	17000348	To South Africa
G-CLXV	PZL-Bielsko SZD-15-1 Junior	B-2134	Cancelled as Destroyed (Ground looped on landing at Ringmer, East Sussex 07.04.23)
G-CMMX	Aerospatiale SA341G Gazelle	1259	To USA
G-EDYO	Piper PA-32-260 Cherokee Six	32-415	To France
G-EEKI	Sportine Aviacija LAK-17B FES	239	To Germany
G-EMEJ	Airbus EC175B	5046	CHC Scotia Ltd, Aberdeen International) (NB)
G-EVPI	Evans VP-1 Series 2	PFA 062-13136	Cancelled by CAA (Permit to Fly expired 16.04.20, last reported at Birchwood Lodge, North Duffield, North Yorkshire 02.22)

G-EZAB	Airbus A319-111	2681	Cancelled as Permanently WFU (flown to St Athan, Vale of Glamorgan for parting out 28.09.23)
G-FOGG	Cameron N-90	1365	Cancelled as Permanently WFU (CofA expired 25.09.96)
G-FRWL	Flylight Adam	DA217	Cancelled as Permanently WFU (SSDR microlight so no Permit to Fly required)
G-HBEK	Agusta A109C	7633	To USA (for parting out, crashed on approach to landing site at Organford, Dorset 15.07.20)
G-HITX	Leonardo A109S Trekker	22734	To Guernsey as 2-DIVT
G-JACO	Avtech Jabiru UL	PFA 274A-13371	Cancelled by CAA (Permit to Fly expired 10.10.19, last reported at Birchwood Lodge, North Duffield, North Yorkshire 03.22)
G-JECK	Bombardier DHC-8-402	4113	To USA as N4113A
G-JECM	Bombardier DHC-8-402	4118	To USA as N4118M
G-JECN	Bombardier DHC-8-402	4120	To USA as N4120B
G-JECO	Bombardier DHC-8-402	4126	To USA as N4126B
G-KSSA	MD Helicopter MD900 Explorer	900-00123	To Austria as OE-XNM

Updates and Corrections

Reg'n	Details
G-AZKZ	C/n is actually 0814 (corrects Page 70, January 2024)
G-BXOU	Became F-BPOU 17.10.23
G-BYHG	Became D-CDAJ 27.10.23
G-CGGY	Became I-CGGY 10.23
G-CLEC	Became XB-SCN 22.08.22
G-CMNO	Manufacturer officially changed to PR Hendry-Smith 13.11.23
G-CMRK	C/n is actually 001 (corrects Page 70, January 2024)
G-BMUT	C/n is MUAY01, Owner is MJA Yates, (Ludham, Norfolk) (corrects Page 70, January 2024)
G-CTLS	Type officially changed to a CTLS 600 UK 22.11.23
G-CVET	Type officially changed to a CTLS 600 UK 22.11.23
G-DODG	Type officially changed to an EV-97A 22.11.23
G-EUNI	Became I-EUNI 10.23
G-EVTA	C/n is actually 002 (corrects Page 70, January 2024)
G-EVTB	C/n is actually 003 (corrects Page 70, January 2024)
G-FBHA	Became EC-OEO 10.23
G-HBOX	C/n is actually CBAF IX 1005 (corrects Page 70, January 2024)
G-JSRK	Type officially changed to a Glasflügel 304S Jet 07.11.23
G-LEGY	Type officially changed to a Flight Design CTLS 600 UK 03.10.23
G-MARF	Became A2-HBG
G-MYTH	C/n is actually 089 (corrects Page 72, January 2024)
G-RPEZ	Manufacturer officially changed to MP Dunlop, BA Fairston & D Richardson 13.11.23
G-SVNP	Became PK-WSJ
G-SXIV	Became F-AYXX 12.10.23
G-TLDM	Type officially changed to a TL-3000 Sirius 600 03.10.23
G-VIND	Became N906MS 13.11.23
G-YODA	Became OE-9527 06.22
EI-AUO	C/n is actually 0074 (corrects Page 73, January 2024)
EI-EJJ	Became XA-DUR 07.23
M-ABJP	Became YR-1ZH
M-ABOT	Became CC-DHS 04.23
M-ILAN	Became UP-EM026 17.06.23
M-IPHS	Became T7-JETY 09.23
M-UNIS	Became RA-73533 09.23
2-JGAW	Became ZS-YZC 10.10.23
2-LDER	Became ZS-YDD 11.09.23
2-RIOH	Became N2548T (reserved 26.11.23)
2-RLBX	Became HI1088 20.10.23
2-SHOT	Became TC-MYZ 08.23
2-TKQB	Became EZ-A782 11.23

G-LGNC	SAAB 340B	340B-318	To USA as N318JL
G-LINE	Eurocopter AS355N Ecureuil II	5566	Re-registered as G-SCOF
G-LIST	Embraer EMB-135BJ Legacy 600	14501072	To Latvia
G-LSAH	Boeing 757-21B	24015	Cancelled as Permanently WFU (flown to Cotswold, Gloucestershire for parting out 08.06.20)
G-MINS	Nicollier HN700 Menestrel II	PFA 217-12354	Cancelled as Permanently WFU (tipped over whilst taxiing at Bedlands Gate, Cumbria 30.03.21)
G-MTJT	Mainair Gemini Flash IIA	583-787-5-W347	Cancelled as Permanently WFU (Permit to Fly expired 19.08.20)
G-MVBZ	Solar Wings Pegasus XL-R	SW-WA-1345	Cancelled by CAA (Permit to Fly expired 20.09.23)
G-MVCZ	Mainair Gemini Flash IIA	675-788-6-W465	Cancelled by CAA (Permit to Fly expired 03.11.20)
G-MVMT	Mainair Gemini Flash IIA	718-189-6-W510	Cancelled as Permanently WFU (Permit to Fly expired 25.09.98)
G-MVTM	Aerial Arts Chaser S 447	CH810	Cancelled as Permanently WFU (Permit to Fly expired 13.09.06)
G-MVYC	Solar Wings Pegasus XL-Q(modified)	SW-WQ-0239	Cancelled as Permanently WFU (SSDR microlight so no Permit to Fly required)
G-MWIS	Solar Wings Pegasus XL-Q(modified)	SW-WQ-0331	Cancelled as Permanently WFU (SSDR microlight so no Permit to Fly required)
G-MYSK	TEAM MiniMax 91	PFA 186-12203	Cancelled by CAA (but restored again later in the month)
G-MZJA	Mainair Blade	1135-0997-7-W938	Cancelled as Permanently WFU (Permit to Fly expired 06.08.09)
G-NHVL	Airbus EC175B	5057	To Malaysia
G-OBNC	Britten-Norman BN-2B-20 Islander	3000	Cancelled as Permanently WFU (not built)
G-OCRI	Colomban MC-15 Cri-Cri	524	Cancelled by CAA (No Permit to Fly issued, believed not completed)
G-OENC	Leonardo AW189	89002	To Republic of Ireland as EI-HKT
G-OGSE	Gulfstream G550	5453	To Cayman Islands
G-OJPS	Bell 206B JetRanger II	1484	Cancelled by CAA (CofA expired 27.11.19, last reported at Exeter, Devon 01.20)
G-OLGA	CFM Starstreak Shadow SA-II	PFA 206-13164	To Republic of Ireland
G-ORDA	Reims Cessna F172N	1879	To Germany
G-ORST	Airbus EC135T3	1269	To France
G-PLAY	Robin R2112 Alpha	170	Cancelled as Permanently WFU (CofA expired 15.08.19, last reported dismantled as Croft Farm, Defford, Worcestershire 07.23)

▼ The unique Watkinson Dingbat, G-AFJA (c/n DB-100), has been restored to the UK civil registry. The Teddington, Middlesex-built single-seat ultralight first flew from Heston Aerodrome in 1938 [AirTeamImages.com/Keith Blincow](https://www.airteamimages.com/KeithBlinchow)





Jet2.com has added former Flyr Boeing 737-800, EI-FHX (c/n 40866), on lease from Banc of America Leasing. The single-aisle jet was ferried from Norwich to Leeds Bradford on November 3 and subsequently took up the registration G-JZDD AirTeamImages.com/Paul Buchroeder

G-PRPJ	Bombardier DHC-8-402	4202	To USA as N4202B
G-PRPK	Bombardier DHC-8-402	4203	To USA as N4203B
G-RAYY	Cirrus SR22	2921	Re-registered as G-DYNC
G-RODC	Steen Skybolt	4568	Cancelled as Permanently WFU (badly damaged at North Coates, Lincolnshire 20.07.23)
G-RZLY	Flight Design CTSW	11/6/2016	Cancelled by CAA (crashed at Albuquerque-Double Eagle, New Mexico as N102RK 10.03.07 prior to import, rebuild not completed)
G-SEMI	Piper PA-44-180 Seminole	44-7995052	Cancelled as Permanently WFU (CofA expired 23.03.08, last reported dismantled at Brighton City, West Sussex 07.21)
G-SUUK	Sukhoi Su-29	001-01	To Germany (badly damaged in a crash at Andrewsfield, Essex 16.09.23)
G-SYEL	Aero AT-3 R100	AT3-019	Cancelled as Permanently WFU (damaged when nose-wheel collapsed on landing at Sywell, Northamptonshire 16.01.22)
G-TAWC	Boeing 737-8K5	39922	To Canada as C-FAWC
G-TAWK	Boeing 737-8K5	37239	To Canada as C-FLWK
G-TAWO	Boeing 737-8K5	37255	To Canada as C-FYJO
G-TFSI	North American P-51D Mustang	124-44703	To USA
G-TOWY	Bell 505 JetRanger X	65407	Re-registered as G-SAVI
G-TPWL	P & M Quik GT450	8187	Cancelled as Destroyed (crashed on landing at Ashcroft, Cheshire 12.05.19)
G-TUMA	Boeing 737-8	44593	To Canada as C-FDNA
G-TUMN	Boeing 737-8	44655	To Canada as C-FIRN
G-UTRA	UltraMagic M-77C	77/339	To Canada as C-FIUM
G-WAYY	Maule MX-7-160 Star Rocket	11028C	To Germany
G-WINK	Grumman American AA-5B Tiger	AA5B-0327	Re-registered as G-FORG
G-WUKD	Airbus A320-232	8311	To Malta as 9H-WZW
G-WUKJ	Airbus A321-231	8879	To United Arab Emirates as A6-WAF
G-WUKK	Airbus A321-231	8950	To United Arab Emirates as A6-WAG
G-YAAC	Airbus MBB-BK 117D-2	20084	Re-registered as G-WYDN

G-YNWA	Diamond DA50C	50.C.A.A. 020	To Norway as LN-ABZ
EI-DIP	Airbus A330-202	339	Cancelled as Removed from Service (flown to St Athan, Vale of Glamorgan for parting out 26.09.23)
EI-DWB	Boeing 737-8AS	36075	To Malta as 9H-QFB
EI-DWJ	Boeing 737-8AS	3607&	To Malta as 9H-QFD
EI-EBA	Boeing 737-8AS	37516	To Malta as 9H-QFE
EI-EGO	Gulfstream G550	5406	To Bermuda
EI-EXR	Airbus A300B4-622R(F)	677	To Germany as D-AZMP
EI-FHX	Boeing 737-8JP	40866	To United Kingdom as G-JZDD
EI-HJZ	Airbus A350-941	378	To Malaysia as 9M-MAH
EI-HKV	Airbus A320-232	2167	To Lithuania
EI-STL	Boeing 737-42C(SF)	24231	To USA as N230FF
M-AUBH	Hawker 800XP	258460	To Nigeria
M-ISTY	IAI Gulfstream G280	2085	Cancelled as Dismantled (badly damaged in heavy landing at Geneva 23.06.21)
M-MANX	Cessna 425 Conquest	425-044	To USA as N425TT
M-OWLS	Agusta A109S Grand	22160	To United Kingdom as G-IOOS
2-BBMB	Boeing 737-8EH	34274	To Lithuania as LY-MGM. (NB This was deleted from the Guernsey register during November 2023 but is not shown as a cancellation on the register PDF dated 01.12.23)
2-BPDX	Boeing 737-8F2(BCF)	24406	To Egypt
2-DRNK	Eurocopter EC155B	6575	To USA as N755MH
2-GJSA	ATR-42-500	574	To Turks & Caicos Islands
2-HXFD	Airbus A330-243	1306	To Bolivia as CP-3214
2-LCCV	Airbus A330-302	1177	To Uzbekistan as UK33001
2-MGOE	Boeing 737-8SH	41345	To South Korea as HL8549
2-TSYX	Boeing 737-85R	36695	To Bolivia as CP-3215
2-VSLS	Airbus A320-232	5794	To Yemen as 7O-AFG

Key: NB – Nominal Base. A place name in brackets relates to the owner's address, as where the aircraft is based is unknown.



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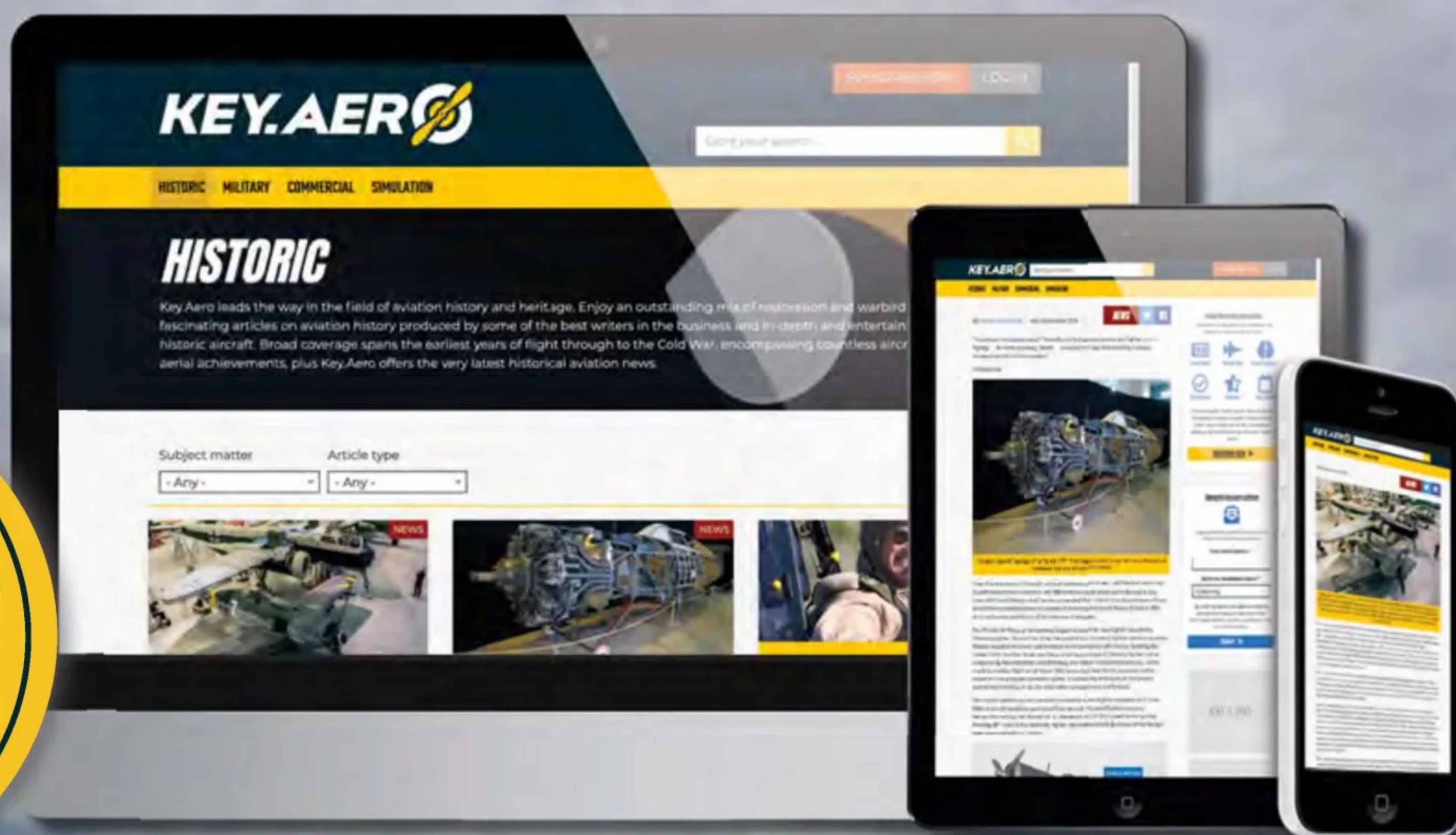
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Saudi's sec



Riyadh Air hasn't been short of superlatives since the airline was officially launched on March 12, 2023. "We are the biggest commercial aviation start-up in in the last 20 to 30 years... Riyadh Air will have an obsessive attention to detail with guest experience," or "The brand is Riyadh, the brand is Riyadh, the brand is Riyadh". They are but a few quotes CEO Tony Douglas has used to illustrate to the media what the new airline is all about. He does it with a certain flair that tells you that Douglas really is 'the boss' of Riyadh Air.

Except he isn't. That role falls to Crown Prince and Prime Minister Mohammed bin Salman Al Saud – MbS for short – the son of Saudi Arabia's King Salman. Together, they laid out Vision 2030 in 2016 to boost the economy, society, and culture and

open Saudi Arabia to the world. For that, they need airlines to bring visitors to the country. The aim is for 100 million per year while it is hoped Saudi Arabia's airlines will carry a combined 300 million passengers per year. That punches well above what Saudia Airlines, the national airline since its formation in 1945, and its low-cost subsidiary flyadeal or independent flynas can do currently.

Hence the decision to launch a second national airline, initially referred to as RIA. Last March, the wealthy Public Investment Fund (PIF) which is behind most of the country's growth initiatives, and is chaired by MbS, launched Riyadh Air. Two days later, PIF went shopping and bought 39 Boeing 787-9s plus 33 options to form the long-haul backbone of the start-up, while Saudia Airlines ordered 39 787-9s and -10s plus ten options. In

▼ Riyadh Air burst onto the scene in March when it ordered 39 Boeing 787-9 Dreamliners and secured options for a further 33 Dirk Grothe/vlimages

Second force

Riyadh Air has undeniably made major headlines in 2023 following its launch as Saudi Arabia's second national airline. How are they progressing towards the first flights in Q2 2025? **Richard Schuurman** investigates



June, Riyadh Air ordered 90 General Electric GEnx-1B engines plus spares and TrueChoice support to power the Dreamliners.

As early as last spring, Riyadh Air began looking to acquire a triple-digit number of narrowbodies. Dubai Airshow would have been a fitting occasion to announce such a deal, but Douglas said that his airline needed more time to cross the Ts and dot the Is. An announcement was due before the end of November, a spokesperson added, but it didn't happen. For a variety of reasons, one of which being delivery slots, Boeing seems to be in pole position for an order of some 100 737 MAX jets.

Lead time

"We're going to tease, reveal and share things as they evolve," Douglas said in June ahead of the Paris

Airshow. Just days before, Riyadh Air revealed its identity and first livery, flying a purple Boeing 787-9 over Riyadh and showcasing it in Paris. It was all about getting the new name and identity across the media and public. The second white and lavender livery was revealed during the Dubai Airshow, but in pictures only. The purple 787-9 was on static display again, however, as the aircraft is due to be delivered to MIAT Mongolian Airlines with a fully outfitted interior, the doors remained closed to visitors.

While Q2 2025 seems some time away, the run-up to the first service seems rather short. Riyadh Air has had some lead time to build the airline from scratch and design its preferred network. "We are planning our first flight in Q2 of 2025 and will start sales in Q1. Obviously, we need a

"We are the biggest commercial aviation start-up in in the last 20 to 30 years"



little lead time to fill up the aircraft,” says Vincent Coste, chief commercial officer. “When it comes to the timeline, we have a very strong organisation, with different workstreams across all divisions of the airline: in finance, in operations, in commercial, in guest experience. All this is strongly monitored. On a weekly basis, we have key milestones. We started even before the official announcement of the airline, so we have had a lot of lead time for the early milestones. Now, everything is on track.”

Coste himself joined Riyadh Air in July 2022 from Gulf Air, some eight months before the start-up was publicly announced. Tony Douglas was poached from Etihad, where he had been CEO for four years. Peter Bellew joined Riyadh Air as chief operating officer in January 2023, having left easyJet the month before. And there are more in the top management team with strong pedigrees in the airline industry.

Coste worked for 30 years for Gulf Air, Kenya Airways, Qatar Airways, and many years for Air France and Air France-KLM. But like his colleagues, he couldn’t resist the telephone call from Saudi Arabia: “I am proud of my past career. But when I was contacted for this opportunity to launch a start-up airline, I jumped on the opportunity. Like my colleagues, precisely because I have experienced so many constraints in the past in legacy processes, I could not say no. It is a fantastic opportunity.”

▲ The carrier has unveiled two liveries thus far – this two-tone purple livery and a transposed variant with a white fuselage and purple titles. All images Richard Schuurman unless stated

▲ Former Gulf Air CCO, Vincent Coste has been recruited as the new airline’s chief operating officer – a role he has previously served in at easyJet and Ryanair

▼ Riyadh Air and Saudia are to work together, with the former set to be based at Riyadh and the latter focusing its operations at Jeddah

Building the network

So where does Riyadh Air stand when it comes to the network, which should include 100 destinations by 2030? By comparison, Saudia has over 90, Emirates 140, Qatar Airways 170 and Turkish Airlines 271.

“Our focus in the early stages is essentially closing the gap in terms of connectivity between Riyadh and the rest of the world,” says Coste. “You take the key traffic flows between Riyadh and the G20 capitals in the world and you can easily deduce what our first destinations will be.”

Tony Douglas said in Paris about the network: “It will probably be every major capital city in Europe plus all three US touch points, particularly on the eastern coast. You’ll be talking about all the major capital cities in the Far East, and then coming progressively back towards the Middle East.”

The Far East and China will be key markets for the new airline and there is significant growth potential, explains Coste: “Just as an example: between Riyadh and Far East Asia, more than 50% of the passengers today are connecting through a big hub in the region. We intend to close this connectivity gap.”





“We recently flew with some of our team members to China, which will be one of our key markets. All of us had to connect in one of the hubs in the region, simply because there is no direct connectivity. Saudia operates a few flights a week to Beijing, but the demand is much higher than this, so the goal is to establish this connectivity.”

Deliveries

Wherever Riyadh Air wants to go, it will be paced by how quickly it can grow the fleet. The first Dreamliners will arrive in early 2025. As Riyadh Air has no intention to lease aircraft – except maybe sale and leasebacks through PIF subsidiary AviLease – it is fully dependent on Boeing. Those involved with the start-up must be hoping that Boeing has solved all production quality issues and can guarantee a consistent flow of deliveries of the 39 787-9s on firm order.

Vincent Coste added: “We will have one aircraft coming, then two, then three... We will start lean. This is almost frustrating. We wish we had as many aircraft as possible from the beginning because we see such high demand in the early stages. From a commercial perspective, I am not too worried about

the first years of operations, because point-to-point traffic will be enough to fill up this flight.”

“We will start to reveal the number of destinations and the destinations itself next year. You can map it out with the number of aircraft. We are aligned with Boeing’s delivery timelines. We will fly a few destinations in 2025, more in 2026 and so on. It is a ramp-up that will lead us to more than 100 in 2030. From that perspective, the ramp-up will be extremely fast, because we have five and a half years roughly to go from one to over 100.”

Narrowbodies

A narrowbody fleet will act as a feeder for the long-haul network. But when Riyadh Air will have narrowbodies is unclear. Airframers are struggling to produce aircraft in the numbers airlines require, so Riyadh Air will almost certainly have a very limited medium-haul, narrowbody network in the first five years.

That’s where the partnership with Saudia Airlines comes in. Announced at the Dubai Airshow, the tie-up means that where Saudia and Riyadh Air were initially seen as rivals, they will complement each other, at least for the start-up’s first few years.

While this Boeing 787-9 Dreamliner, N8572C (c/n 66877), has made appearances in Riyadh Air colours at the 2023 Paris and Dubai airshows, it is destined for MIAT Mongolian Airlines as JU-1789. Riyadh Air will take its first 787-9 in the first half of 2025 Arthur Ragoucy/Mimages

A triple-digit order for single-aisle jets was expected in November, with the Boeing 737 MAX looking likely to win out against the Airbus A320neo





“During these interim years, we will have to work together. We must make sure that their domestic network connects with our long-haul network because ultimately, it is about connecting Saudi Arabia to the rest of the world and the world to Saudi Arabia. So yes, we will work closely with Saudia,” says Coste.

“Saudia Airlines has been operating for the last 78 years. They are the historical operator in the country, and while Jeddah is their home, they have been strong in Riyadh. Obviously, we will ramp up, but Saudia will remain in Riyadh for several years until we will reach our size in terms of fleet and network.” Once Riyadh Air has matured, it will be the main carrier at Riyadh’s King Salman International Airport, which will see a huge transformation and expansion over the coming years. The same goes for Jeddah, where Saudia will benefit from ambitious expansion plans at King Abdulaziz Airport.

Over the coming months, Riyadh Air will announce more partnerships with numerous airlines. In

December, a memorandum of understanding (MoU) for network co-operation with Turkish Airlines was one of the first. This will help Riyadh Air to increase connectivity through Istanbul.

Lean organisation

Right now, Riyadh Air is still a very small airline. “Currently, we have a little more than 200 employees. When we opened up for candidates in March to apply for different roles, we received over 900,000 applicants who responded until today. It was beyond our wildest imagination,” Coste says.

“Because we will be highly digital, we want to be as lean as possible. Ultimately, it is all about being a profitable airline. In terms of pilots and cabin crew, we will have the normal number of people, but in the head office, we want to be as lean as possible. I can’t share the exact number but take a very efficient airline and apply the number of aircraft to have the number of pilots and crew.”

Vincent Coste already touched the point: his

▲ Riyadh Air has ambitions of serving more than 100 destinations by the end of the decade Oliver Landes/vimages

“There will be more to tease and reveal in 2024 while the clock keeps counting down towards that first commercial flight”



◀ The Riyadh Air delegation pose with Boeing 787-9, N8572C (c/n 66877), at the Dubai Airshow AirTeamImages.com/Adrian Nowakowski



▼ Tony Douglas has been appointed as the start-up's CEO. He previously served as Etihad Airways' chief executive from January 2018 until October 2022

▼ It is likely that Riyadh Air-liveried jets will continue to appear at trade shows and exhibitions ahead of the carrier's maiden flight in 2025 [AirTeamImages.com/AB II](https://www.airteamimages.com/AB II)

airline will be highly digital. Or as Tony Douglas says: digitally native. This will become evident in two areas, explains the CCO. "The first is about distribution, so the way we are selling tickets. The smartphone will be our main channel of distribution, especially in Saudi Arabia. The average age of the population of Saudi Arabia is 29 years and the country has one of, if not the highest number of iPhones per capita in the world."

"When it comes to indirect sales, we will obviously rely on travel agents. This was one of the purposes of attending the World Travel Market in London in October to engage with our future distributors. We will try to connect with them directly as much as possible for a richer experience versus the current distribution channels that are not customer-centric and not content-centric."

"In terms of distribution, we don't want to focus on tickets and traditional ancillaries but will try to

extend our reach to travel offerings, because new technologies allow for great integration of third-party content to offer a full comprehensive travel experience into Saudi Arabia. We are working on this right now with our technology partners. Next year, you will hear a bit more about this."

The second area where digital will stand out is guest experience. "It is about how we allow our guests – our customers – from the beginning when they book a trip to do everything through their phone. Of course, new technologies are there like gen-AI and interaction. If you can integrate your content with AI, this will make the life of the passengers very easy."

"New technologies allow these seamless interactions with your smartphone and in terms of guest experience, you don't necessarily need to go through all the steps that are currently necessary for traveling. We are looking at all steps: from booking to going to the airport, ground experience, boarding, onboard, etc. It is a work in progress, but by early next year, we will have more to reveal."

Exactly as Tony Douglas said: there will be more to reveal this year as the clock counts down to the first commercial flight.

AN



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Aviation News' annual definitive guide to the year's airshows, fly-ins, photocalls, nightshoots, aerobatics and gliding competitions, memorabilia fairs and other notable dates for the diary

MAX – from stability to where?

Having recovered from an extremely challenging few years, the MAX programme is back on a stable footing and soon to welcome two newly certificated variants to the family

One eye on the future

The RNLAF's 336 Sqn is the air arm's beating heart – its C-130 Hercules supporting everything from combat missions to disaster relief efforts, while it is simultaneously preparing to transition to the Embraer MC-390 Millennium



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Editorial Team

Editor: Martin Needham

Email: martin.needham@keypublishing.com

Group Production Editor: David Taylor

Production Editors: Sally Hooton, Sue Parslow, Suzanne Roberts

Designer: Tom Bagley

Advertising Team

Advertising Manager: Alison Sanders

Email: alison.sanders@keypublishing.com

Ad Production/Designer: Calum Handley

Email: calum.handley@keypublishing.com

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